

THE AUTOMOBILE



BLUE BOOK

VOLUME 4
THE MIDDLE WEST

PENNSYLVANIA VACUUM CUP TIRES

are designed on a principle—not on a tread—so that they exert a vacuum grip on the road which prevents slipping, but does not retard speed because the vacuum is readily released by raising its edge.

Under the cups is a tread, of regular pattern, so that these tires easily exceed the **un-
guarantee of 4000 miles** service—
—a greater service-guarantee than is given by any other tire made.

Vacuum cup tires will not skid on a greasy surface—greasy asphalt, mud or snow. They provide such a large radiating-surface that in warm weather the tires are kept cool and their life prolonged.

When the center rows of cups are worn down, the outer cups hold the tire to its course.

The returns of casualty companies show that skidding is the cause of 90% of accidents.

Vacuum Cup Tires are a better investment than the insurance policy.

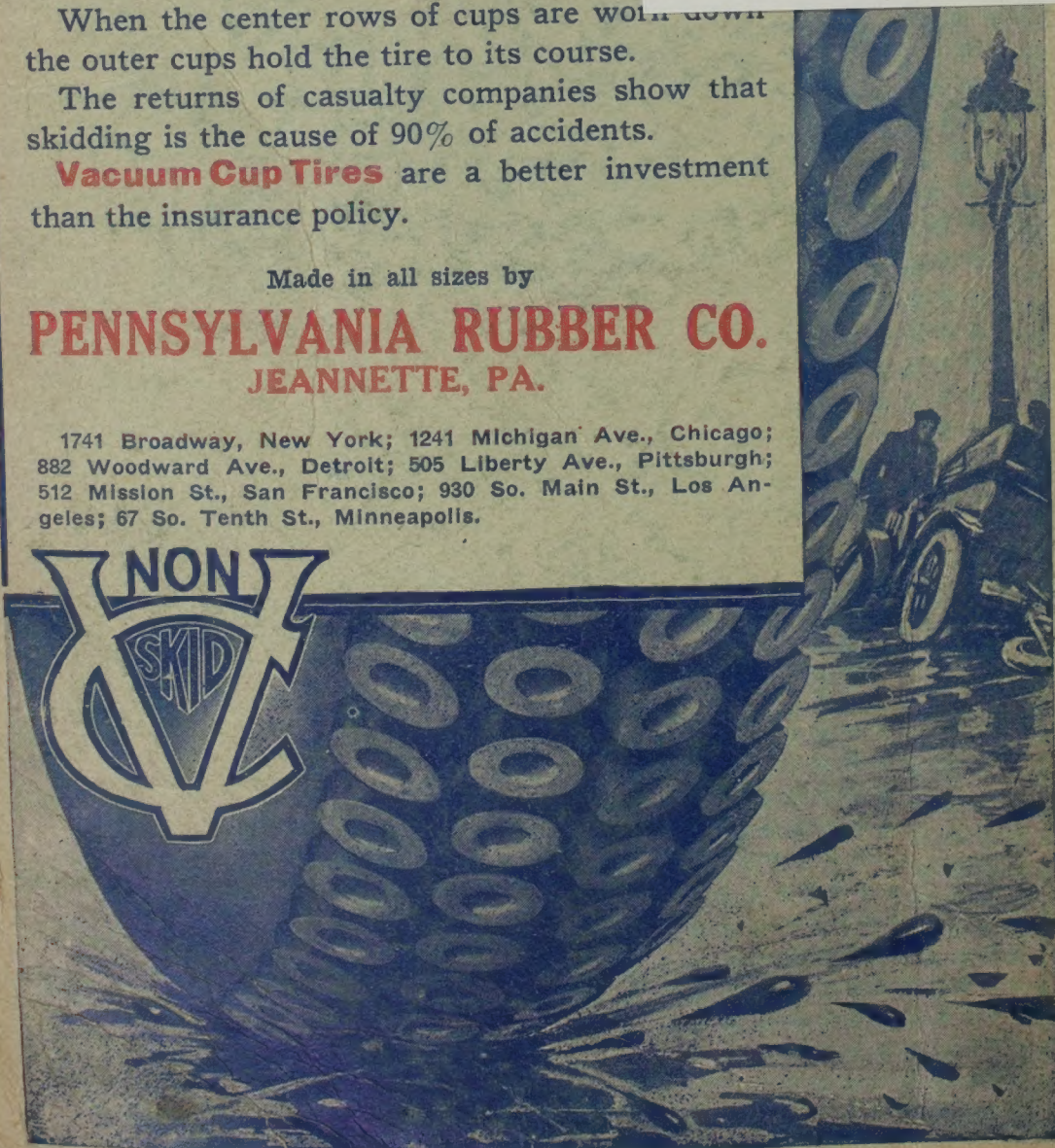
Made in all sizes by

PENNSYLVANIA RUBBER CO.
JEANNETTE, PA.

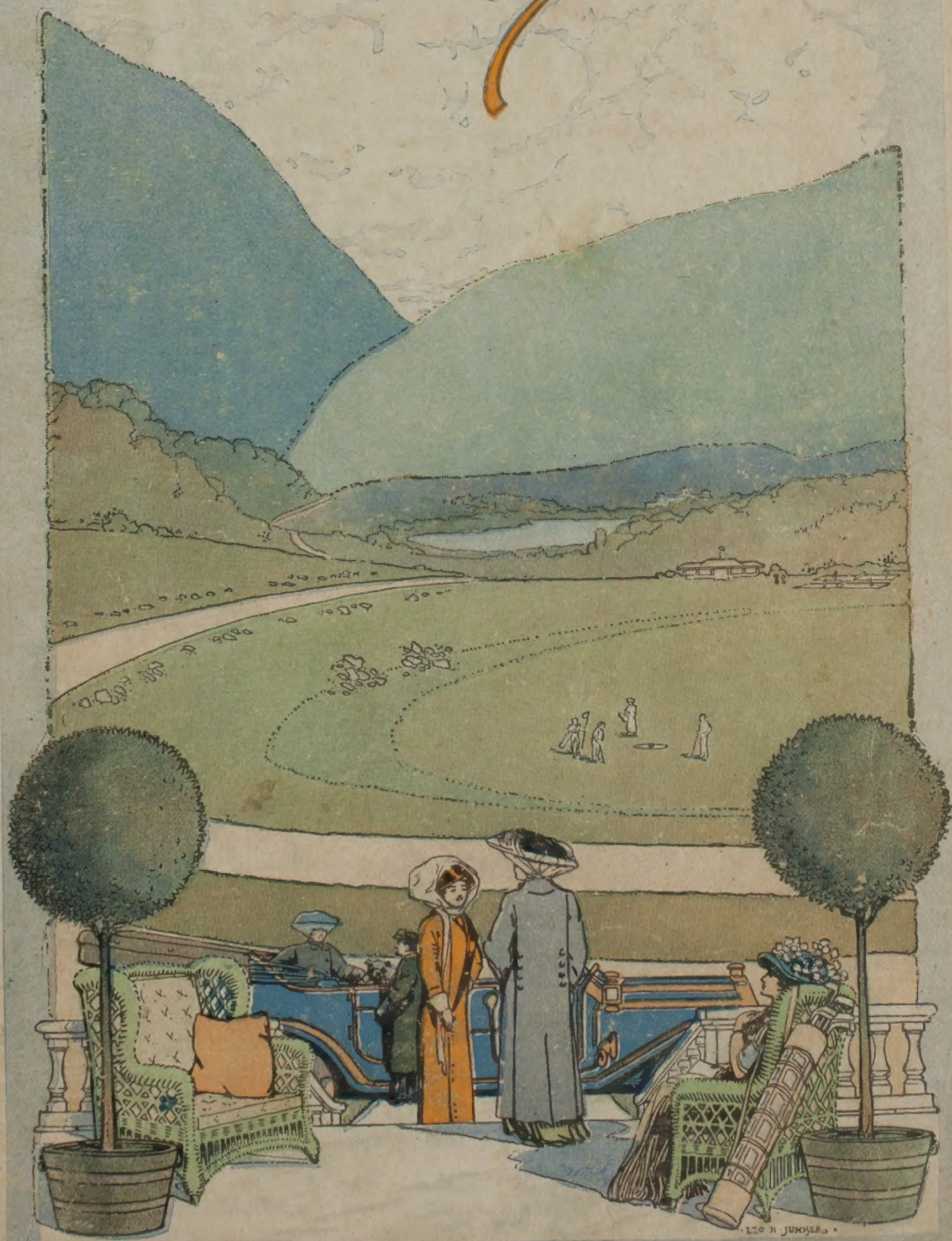
1741 Broadway, New York; 1241 Michigan Ave., Chicago;
882 Woodward Ave., Detroit; 505 Liberty Ave., Pittsburgh;
512 Mission St., San Francisco; 930 So. Main St., Los Angeles;
67 So. Tenth St., Minneapolis.



THE
NEWBERRY LIBRARY
CHICAGO

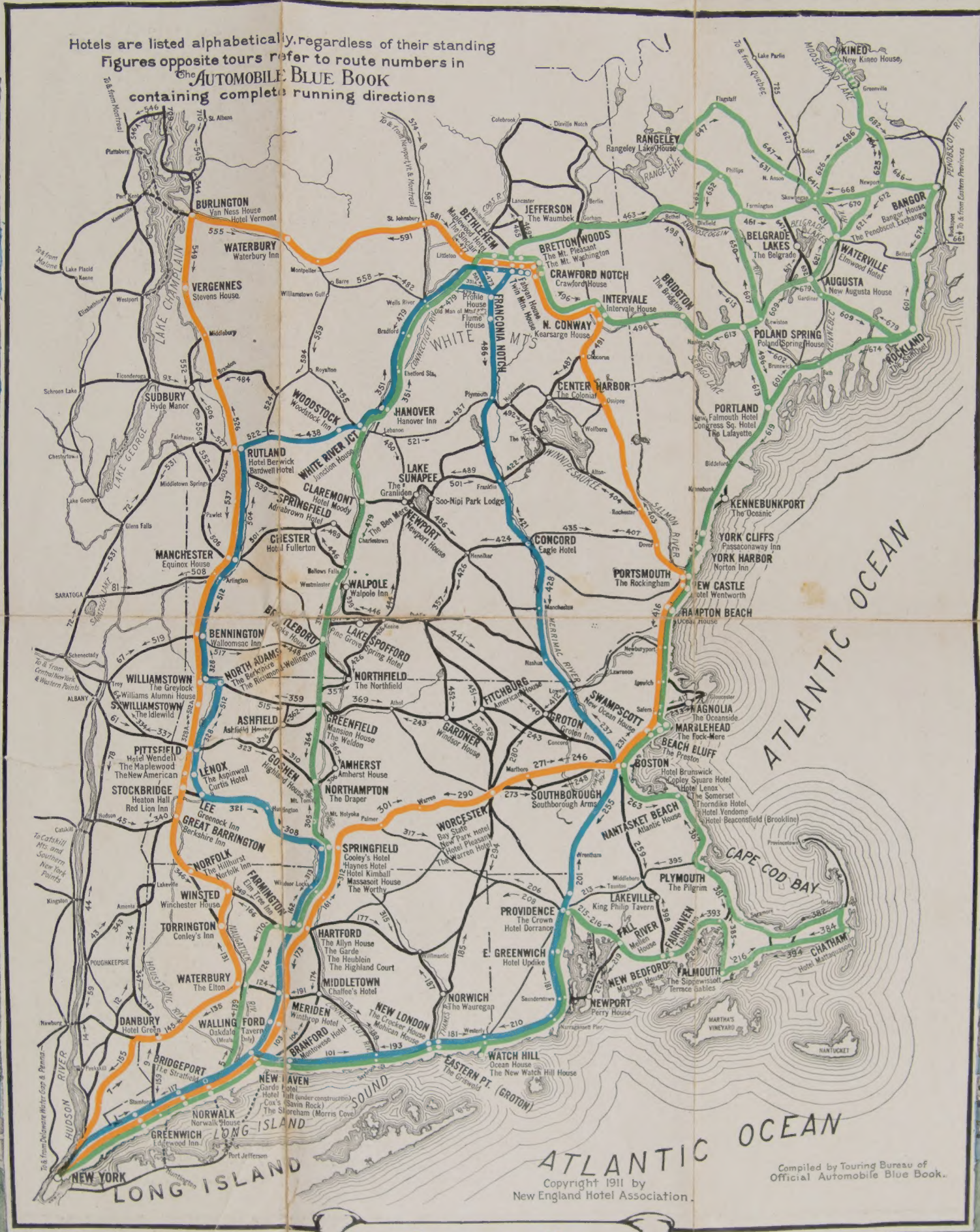


NEW ENGLAND HOTEL ASSOCIATION TOURS



Superb trips of New England presenting charming diversities of mountains, rivers and ocean scenery, air and environments. From sound to mountains, mountains to rivers, rivers to seashore, these tours present most inviting possibilities to lovers of nature in her many delightful vagaries, moods and fancies. Diversity of routes and side trips is a marked feature of these tours. Those interested will see, by a glance at the map, unlimited opportunity for "exploring" in all directions from off the "beaten path."

Hotels are listed alphabetically, regardless of their standing
 Figures opposite tours refer to route numbers in
 The AUTOMOBILE BLUE BOOK
 containing complete running directions

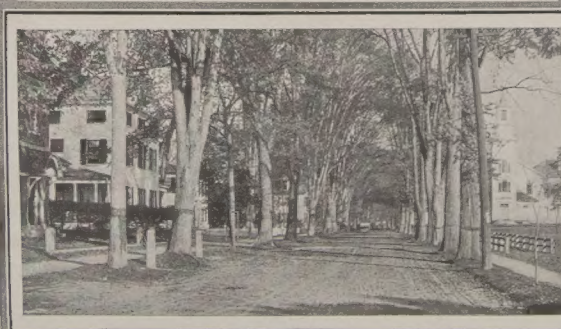


NEW ENGLAND HOTEL
ASSOCIATION TOURS.



THE PROFILE "OLD MAN OF MOUNTAINS"

SOME TYPICAL SCENES ON THE TOURS



OFFICERS New England Hotel Association For the Year 1911

ALMON C. JUDD - PRESIDENT - The Elton, Watbury, Ct.
HENRY E. MARSH - FIRST VICE-PRESIDENT - Codley's Hotel, Springfield, Mass.
WM. M. KIMBALL - SECRETARY - Hotel Kimball, Springfield, Mass.
CHAS. H. BOWKER - TREASURER - The Draper, Northampton, Mass.
VICE-PRESIDENTS FOR NEW ENGLAND STATES
E. P. RICKER - A. W. PLUMB
Picked Spring House, Picked Spring, Me. The Maywood, Pittsfield, Mass.
C. H. GREENLEAF - A. E. DICK
Piedmont House, White Mt., N. H. Watch Hill House, Watch Hill, R. I.
GEO. ORVIS - H. D. SAXTON
Egmont House, Manchester, Vt. The Grosvenor, New London, Conn.

DIRECTORS New England Hotel Association For the Year 1911

FRED MANSFIELD - The Crown, Providence, R. I.
L. J. MINAHAN - Hotel Wrentham, Wrentham, Mass.
G. H. BOWKER - Watchdog Hotel, Haverhill, Mass.
W. S. GARDE - The Garden, Haverhill, Mass.
W. H. VALQUETTE - Hotel Bowdoin, Portland, Me.
H. C. GRISWOLD - The Stratford, Rockport, Mass.
F. A. CANTWELL - Hotel Green, Danbury, Conn.
J. H. BOWKER - Watchdog Hotel, Haverhill, Mass.
J. F. KELLEHER - New Park Hotel, Worcester, Mass.
O. J. FELLEH - Eagle Hotel, Concord, N. H.
J. J. DAVILL - Silver House, Hartford, Conn.
E. P. WOODBURY - Van Ness House, Burlington, Vt.
W. T. EMERSON - New Augusta House, Augusta, Me.
FRANK WEBBER - The Worth, Springfield, Mass.
E. A. WINTER - Hotel Harker, Willimantic, Conn.

HOTELS

REPRESENTED
ON

New England Hotel Association Tours

CONNECTICUT

Branford.....Montowese Hotel.
 Bridgeport.....The Stratfield.
 Danbury.....Hotel Green.
 Farmington.....Elm Tree Inn.
 Greenwich.....Edgewood Inn.
 Groton (Eas. Pt.) The Griswold.
 Hartford.....The Allyn House.
 Hartford.....The Garde.
 Hartford.....The Heublein.
 Hartford.....The Highland Court.
 Meriden.....Winthrop Hotel.
 Middletown.....Chaffee's Hotel.
 New Haven.....Garde Hotel.
 New Haven.....Hotel Taft.
 New Haven.....Cox's (Savin Rock).
 New Haven.....The Shoreham (Morris Cove).
 New London.....The Crocker House.
 New London.....Mohican House.
 Norfolk.....The Hillhurst.
 Norfolk.....Norfolk Inn.
 Norwalk.....Norwalk Hotel.
 Norwich.....The Wauregan.
 Torrington.....Conley's Inn.
 Wallingford.....Oakdale Tavern.
 Waterbury.....The Elton.
 Winsted.....Winchester House.

MAINE

Augusta.....New Augusta House.
 Bangor.....Bangor House.
 Bangor.....The Penobscot Exchange.
 Belgrade Lakes..The Belgrade.
 Bridgton.....The Bridgton.
 Kennebunkport..The Oceanic.
 Kineo, (Moose-head Lake).....New Kineo House.
 York Cliffs.....Passaconaway Inn.
 Poland Spring..Poland Spring House.
 Portland.....New Falmouth Hotel.
 Portland.....Congress Sq. Hotel.
 Portland.....The Lafayette.
 Rangeley.....Rangeley Lake House.
 Rockland.....The SamOset
 Waterville.....Elmwood Hotel.
 York Harbor....Norton Inn.

MASSACHUSETTS

Amherst.....Amherst House.
 Ashfield.....Ashfield House.
 Beach Bluff....The Preston.
 Boston.....Hotel Brunswick.
 Boston.....Copley Square Hotel.
 Boston.....Hotel Lenox.
 Boston.....The Somerset.
 Boston.....Thorndike Hotel.
 Boston.....Hotel Vendome.
 Brookline.....Hotel Beaconsfield.
 Chatham.....Hotel Mattaquason.
 Fairhaven.....Tabitha Inn.
 Fall River.....Mellen House.
 Falmouth.....The Sippewissett.
 Falmouth.....Terrace Gables.
 Pitchburg.....American House.
 Gardner.....Windsor House.
 Goshen.....Highland House.
 Gt. Barrington..Berkshire Inn.
 Greenfield.....Mansion House.
 Greenfield.....The Weldon.
 Groton.....Groton Inn.
 Lakeville.....King Philip Tavern.
 Lee.....Greenock Inn.
 Lenox.....The Aspinwall.
 Lenox.....Curtis Hotel.
 Magnolia.....The Oceanside.
 Marblehead....The Rock-Mere.
 Nantasket B'ch..Atlantic House.
 New Bedford...Mansion House.
 North Adams...The Berkshire.

North Adams...The Richmond-Wellington.
 Northampton...The Draper.
 Northfield.....The Northfield.
 Pittsfield.....Hotel Wendell.
 Pittsfield.....The Maplewood.
 Pittsfield.....The New American.
 Plymouth.....The Pilgrim.
 Southborough...Southborough Arms.
 South Williams-town.....The Idlewild.
 Springfield.....Cooley's Hotel.
 Springfield.....Haynes Hotel.
 Springfield.....Hotel Kimball.
 Springfield.....Massasoit House.
 Springfield.....The Worthy.
 Stockbridge.....Heaton Hall.
 Stockbridge.....Red Lion Inn.
 Swampscott.....New Ocean House.
 Williamstown...The Greylock.
 Williamstown...Williams Alumni House.
 Worcester.....Bay State.
 Worcester.....New Park Hotel.
 Worcester.....Hotel Pleasant.
 Worcester.....The Warren Hotel.

NEW HAMPSHIRE

Bethlehem.....Maplewood Hotel.
 Bethlehem.....The Sinclair.
 Bretton Woods..The Mt. Pleasant.
 Bretton Woods..The Mt. Washington.
 Center Harbor...The Colonial.
 Claremont.....Hotel Moody.
 Concord.....Eagle Hotel.
 Crawford Notch..Crawford House.
 Franconia Notch..Flume House.
 Franconia Notch..Profile House.
 Hampton Beach..Ocean House.
 Hanover.....Hanover Inn.
 Intervale.....Intervale House.
 Jefferson.....The Wambek.
 Lake Spofford...Pine Grove Spring Hotel.
 Lake Sunapee...The Ben Mere.
 Lake Sunapee...The Granliden.
 Lake Sunapee...Soo-Nipi Park Lodge.
 New Castle.....Hotel Wentworth.
 Newport.....Newport House.
 North Conway...Kearsarge House.
 Portsmouth.....The Rockingham.
 Walpole.....Walpole Inn.
 White Mountains..Fabyan House.
 White Mountains..Twin Mountain House.

RHODE ISLAND

East Greenwich..Hotel Updike.
 Newport.....Perry House.
 Providence.....The Crown.
 Providence.....Hotel Dorrance.
 Watch Hill.....Ocean House.
 Watch Hill.....New Watch Hill House.

VERMONT

Brattleboro....Brooks House.
 Bennington Cen-ter.....Walloomsac Inn.
 Burlington.....Van Ness House.
 Burlington.....Hotel Vermont.
 Chester.....Hotel Fullerton.
 Manchester.....Equinox House.
 Rutland.....Hotel Berwick.
 Rutland.....Bardwell Hotel.
 Sudbury.....Hyde Manor.
 Springfield.....Adnabrown Hotel.
 Vergennes.....Stevens House.
 Waterbury.....Waterbury Inn.
 Woodstock.....Woodstock Inn.
 White River Junction.....Junction House.

NEW ENGLAND

There is scarce an American today to whom the words of New England do not arouse a feeling of tenderness and pleasure. To some there comes a thought of wild sea coast, to others the grandeur of her mountains, to another the memory of some beautiful inland lake, whose wooded shores mingle with the placid waters at the set of sun. While to still another there spreads before the eye a landscape of peaceful rolling countryside dotted here and there with white farm houses nestling amid the green fields, while again the words may bring to mind the birthplace of some ancestor, who went forth to some new part of the country, even as his ancestors had set forth from Old England to the shores of the new.

The years may be counted, almost on one hand, when the labor of inland travel made one content with one recreation spot upon which his affection rested, varied perhaps as the seasons called from sea to mountains. But today with the quiet motor car, obedient to one's slightest whim, the length and breadth of New England offers her attractions. With a touch of the steering wheel and a hand on the throttle, one may glide over splendid roads through ever changing scenes of mountain, lake, and sea coast, or fertile valley, and as the shades of night fall, be sure of comfort and good cheer at one of those hotels for which New England is as famous, as for any of her gorgeous scenery.

RHODE ISLAND whose sea coast is her chief possession is noted for her wealth of summer resorts, from her famous Newport to the quiet fishing hamlets, relics of the day when men went down to the sea in ships, driven only by the breath of heaven.

CONNECTICUT whose natural beauties have withstood the ravages of that commerce which has made her name famous throughout the world, with her fertile valleys, and southern Berkshire Hills, together with her quiet sea coast, sheltered by Long Island, makes a delightful touring region. She like all New England has her share of historical landmarks of the past.

MASSACHUSETTS has a varied scenery commencing with her world famed Berkshire Hills, down through her populous farming district, to her coast of unrivalled beauty. Her historical interests are legion, but in viewing the magnificent panorama which presents itself one is prone to forget them.

VERMONT whose Lake Champlain seems almost another sea has her Green Mountains, whose peaks rise grandly from the forest clad slopes. It is here amid constant reminders of the heroes of the past that the spirit of 1776 grows stronger with the passing of each golden summer day.

NEW HAMPSHIRE has her White Mountains, grand, impressive, beautiful—famous throughout the world. Not alone however does this state have to depend upon her towering cliffs to attract the lover of nature, for her lakes and rivers are unrivalled in beauty.

MAINE, that land of forest and lake, and sea coast famous the world over for its wild and rugged beauty, offers all that the heart of the tourist could desire from her primeval forest, to those sections teeming with the activity of summer recreation seekers, well does she deserve the name of "Playground of the nation."



OFFICERS New England Hotel Association

For the Year 1911

PRESIDENT

ALMON C. JUDD - - - The Elton, Waterbury, Ct.

FIRST VICE-PRESIDENT

HENRY E. MARSH - Cooley's Hotel, Springfield, Mass.

SECRETARY

WM. M. KIMBALL - Hotel Kimball, Springfield, Mass.

TREASURER

CHAS. H. BOWKER - The Draper, Northampton, Mass.

VICE-PRESIDENTS FOR NEW ENGLAND STATES

E. P. RICKER A. W. PLUMB

Poland Spring House, Poland Spg., Me. The Maplewood, Pittsfield, Mass.

C. H. GREENLEAF

A. E. DICK

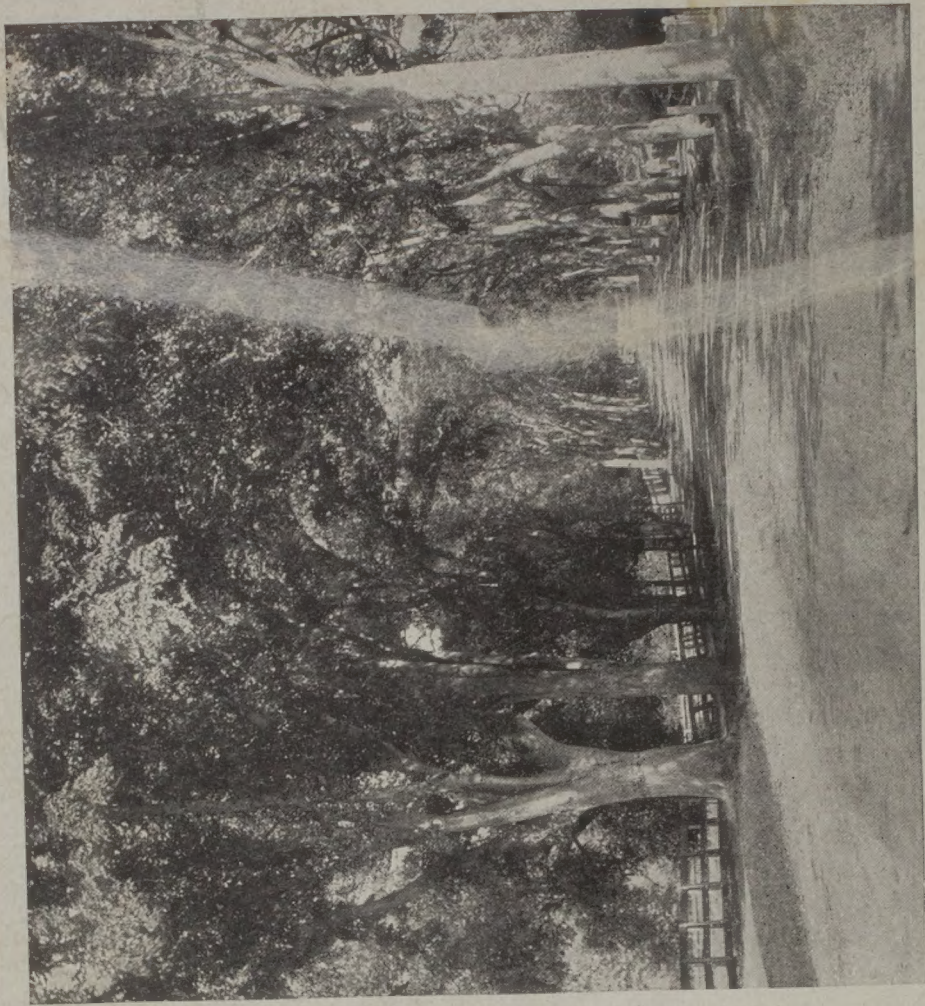
Profile House, White Mts., N. H. Watch Hill House, Watch Hill, R. I.

GEO. ORVIS

H. D. SAXTON

Equinox House, Manchester, Vt.

The Griswold, New London, Conn.





Model "F" (Illustrated)
complete with 10,000
mile season odometer,
\$110.

**Model "G" same as
above with 8-day clock,**
\$135.



Hopkins **ELECTRIC** Speedometer and **THE ELECTRODOMETER**

*The Most Practical of All
Speed and Distance Indicators*

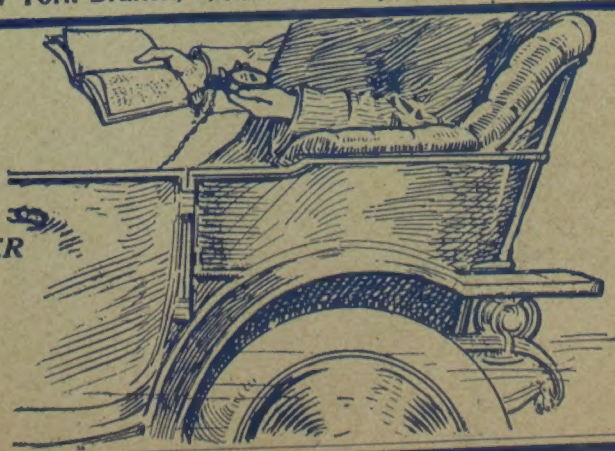
The Hopkins Electric Speedometer is fastened to the dash; **THE ELECTRODOMETER** or trip odometer is carried in the hand or pocket in any part of the car. Both are operated electrically. No noisy, troublesome flexible shafting like on all other speedometers. The Hopkins Electric Speedometer is accurate to the fraction, reads absolutely steady always, and is unaffected by temperature changes.

THE ELECTRODOMETER registers each tenth of a mile accurately, the figures jumping into plain view instantly. It can be quickly reset forward or backward at any time to any reading from one-tenth mile to 999.9 miles.

*The "Blue Book" Route Cars are officially equipped with the Hopkins Electric Speedometer and **THE ELECTRODOMETER**. Booklet gives complete description of both instruments. Send for it.*

ELECTRIC SPEEDOMETER CO., Washington, D. C.
New York Branch, 1999 Broadway

*With the "Blue
Book" and
THE ELECTRODOMETER
before you, no
better guide
is needed.*



To get the most satisfaction from the use of your Blue Book a speedometer is necessary—

It should be a speedometer that is accurate and reliable—one that you can depend on—under all conditions.

The Casgrain is such a speedometer. The Chalmers with which Dai H. Lewis laid out the 1910 Glidden Tour route was fitted with a Casgrain Speedometer; and the Chalmers which won the Tour was fitted with a Casgrain. It has proven its worth in many contests—and to hundreds of owners—under all manner of conditions.

You cannot buy more speedometer satisfaction than is offered in the Casgrain. It has many exclusive features to recommend it; a figure for every mile, no flickering indicator hand, operates in an oil bath, no fine bearings, no shaft breakage, and its accuracy is guaranteed.

Several models, with and without clocks, electric lights, etc., in price from \$30 to \$125.

Let us send you full details and illustrations showing the original principles and construction of the Casgrain Speedometer. You'll find it interesting; and you should know the Casgrain whether or not you are ready to buy a new speedometer now.



Model C Casgrain
50-Mile scale
Price \$30

Casgrain Speedometer

172 Columbus Avenue, Boston

1919 Broadway, New York

2031 Euclid Avenue, Cleveland, O.

HOW TO USE THE BLUE BOOK

FIRST—FIND DESTINATION in list of cities and towns, pages 7 to 24.

SECOND—NOTE KEY NUMBER (for example, Akron, Ohio—F-14) and PAGE NUMBER of Index Map (as 655).

THIRD—TURN TO INDEX MAP page and locate town according to key number.

FOURTH—NOTE ROUTE NUMBER with arrow on desired route, and turn to corresponding number found at upper outside corner of page in text matter.

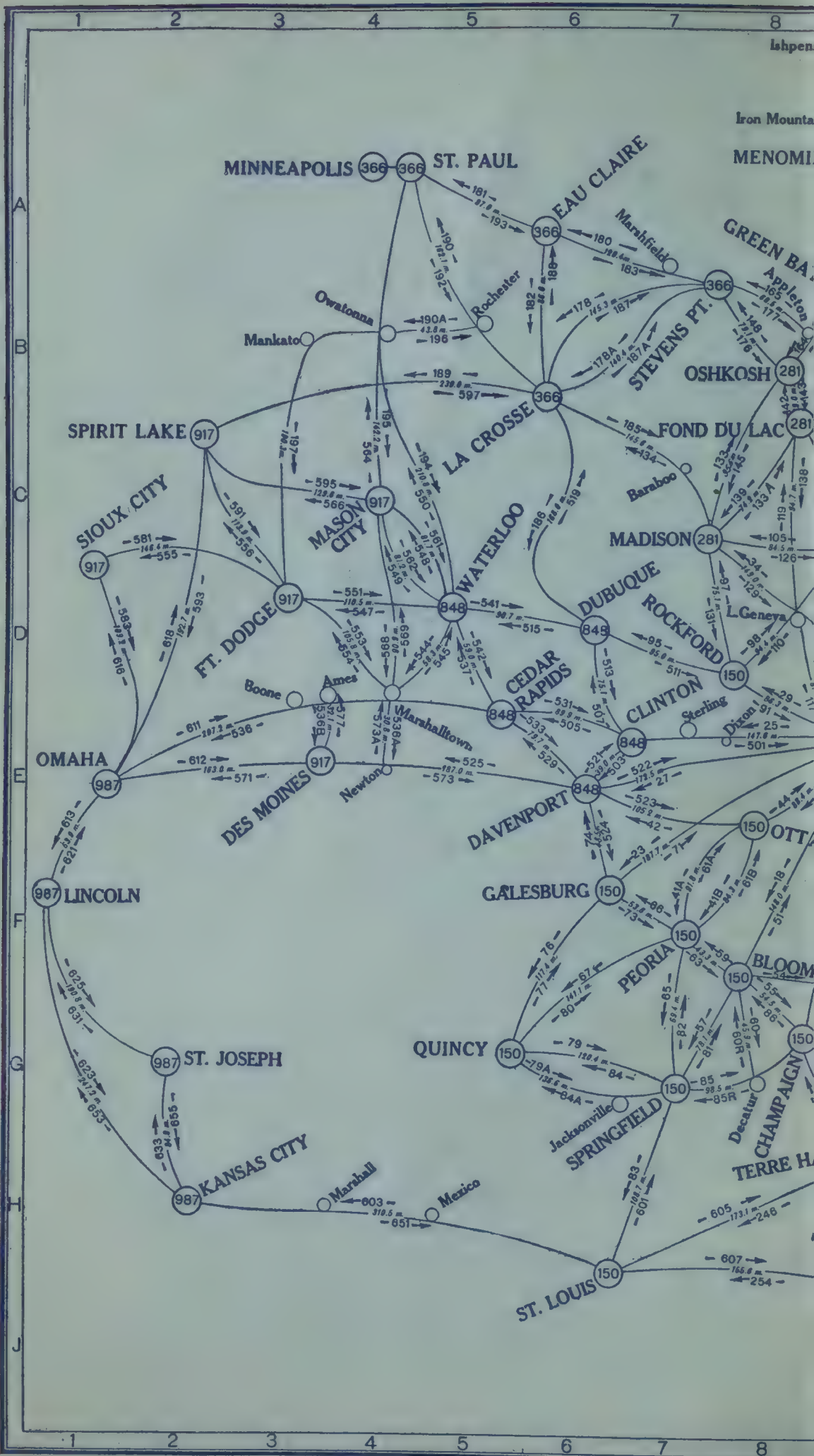
CONSULT THE TABLE OF CONTENTS on page 3, which shows separate classification and page numbers for the entire contents of this volume.

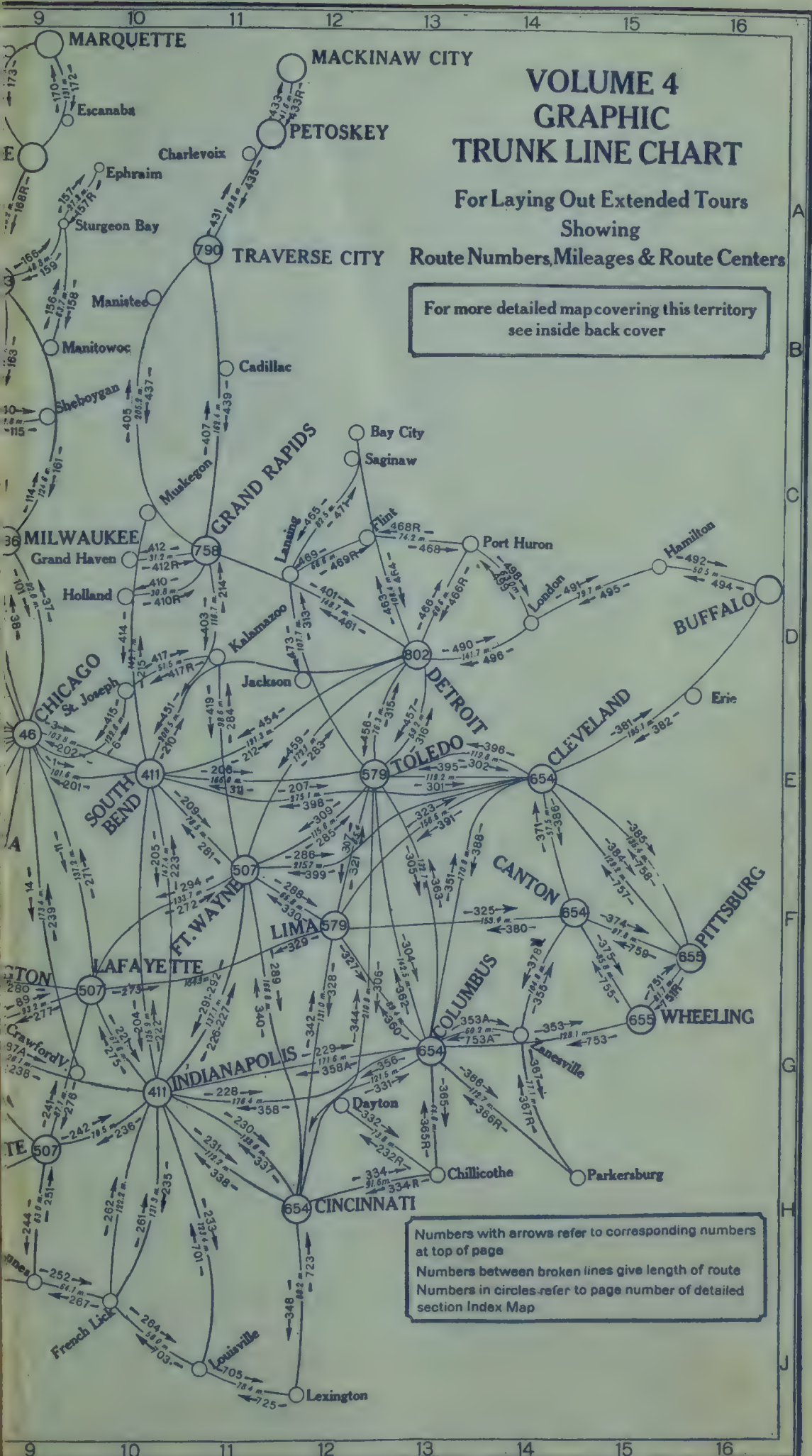
THE DETAILED SECTION INDEX MAPS should always be referred to for local connections.

THE GRAPHIC TRUNK-LINE CHART on the next two pages should always be used for laying out extended trips, as it gives not only route numbers, but mileage, for practically all through routes.

SEE PAGES 41 to 45 for a few of the principal trunk-lines in this volume. All of the route numbers and mileages were taken directly from this chart.

In the back of this book—page 1120—will be found a larger map covering this territory, showing more detail than is possible on the chart.

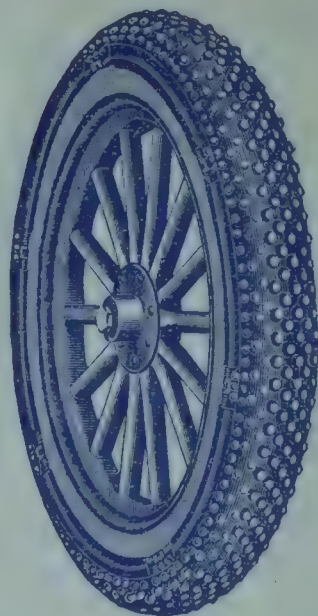




For Touring Use

Woodworth Treads

They Prevent Tire Troubles



If you place WOODWORTH TREADS over good tires and keep them well inflated you need not think of your tires again until the treads are worn out.

Besides this you have a perfect anti-skid always in place, and your tires last so much longer that you save double the cost of the treads.

Think of the pleasure of touring when you know you are prepared for any possible kind of roads, when you know that nails, glass, broken stone, ruts or rocks cannot injure your tires, and you will not slip or skid in mud, slush, or on wet pavements.

Woodworth Treads are tire protectors made of chrome leather studded with steel rivets. They are held on the tire by coil spring rings on each side which holds them always tight and snug, preventing any danger of wrinkling or looseness to chafe or heat the tire. They can be used in the hottest weather on the heaviest machines with perfect satisfaction.

They fit all makes of tires. Anyone can easily put them on without taking the tires off the rims.

Over 25,000 sold in 1910.

Sold by CHAS. E. MILLER and POST & LESTER at all their branches
and by first-class supply houses everywhere

ELYEA AUSTELL COMPANY, Southern Distributors, Atlanta, Ga.



Send for catalog and free booklet
on the
"Preservation of Auto Tires."

Leather Tire Goods Company

Makers

NIAGARA FALLS, N. Y.

Canadian Factory, Niagara Falls, Ont.

Volume 4

Middle West

THE AUTOMOBILE



BLUE BOOK

**A Guide of the Principal Automobile
Routes in the Middle and South
West, with One Complete Route
to the Pacific Coast**

In connection with Volume 1, covering New York State
and Canada; Volume 2, covering New England
and the Eastern Provinces, and Volume 3,
covering New Jersey, Pennsylvania,
and the South Atlantic States

Published by

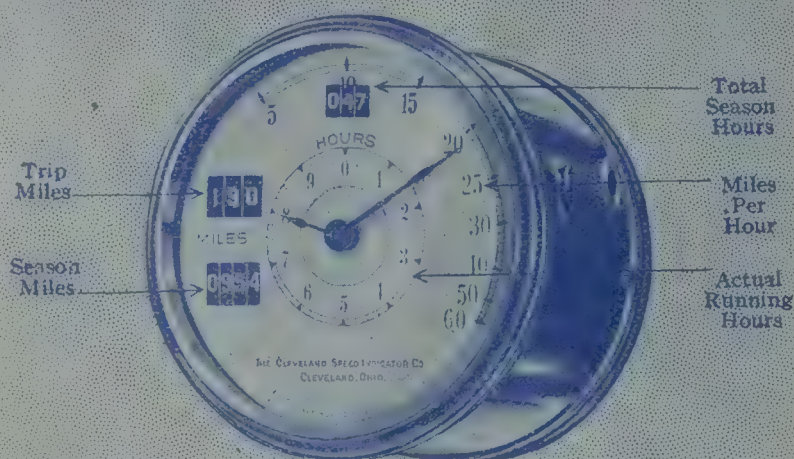
**The Automobile Blue Book
Publishing Company**

CHICAGO
910 S. Michigan Ave.

NEW YORK CITY
243 West 39th Street

Copyright, 1911, by The Automobile Blue Book Publishing Co

The Cleveland Speed and Time Indicator



A Speedometer Cannot Be More Accurate Than Its Basic Principle Permits

Compare the principle of construction of the present day speedometer with the principle upon which the Cleveland instrument is based and judge for yourself if the principles involved permit of accuracy. The Cleveland instrument is the only speedometer which has the time feature and which makes it distinctive.

The escapement principle of the clock has been in use for many years to ascertain the speed of an object, now it is applied to a speedometer with 176 feet or $\frac{1}{30}$ of a mile, as a basis for the distance, and the time is taken by means of this principle to give the accurate average speed of the car.

Vibration of the car or sudden change of temperature does not change the mechanical accuracy of this instrument.

Cars that lay out the future routes
for this book will be equipped with
CLEVELAND SPEED INDICATORS

Catalogue Upon Request

The Cleveland Speed Indicator Co.
1806 Euclid Ave. - - Cleveland, O.

—you can prove it by your watch

TABLE OF CONTENTS

How to Use the Blue Book.....	On front of map inside front cover
Graphic Trunk-line Chart.....	Inside front cover
General Index or Table of Contents.....	3
List of Sections with Division of Numbers.....	3
Index of City and Town Maps.....	4
Alphabetical Index of all Cities and Towns Shown on Index Maps	7-24
Alphabetical List of Tours between Important Cities only.....	25-30
Index to Hotel and Garage Advertisements.....	31
Index to General Advertisements.....	33
Abstract of Automobile Laws.....	34
Canadian Customs Regulations.....	37
Steamship Connections on Great Lakes.....	38
Transcontinental Route Map.....	40 & 1118
Principal Trunk-lines in Volume IV.....	41
Route Data and Maps covering the Middle West.....	46-1107
Trunk Line Map.....	1120

ALPHABETICAL LIST OF SECTIONS

Contained in this volume, with page numbers of Graphic Index Maps, Points of Interest, and City Maps.

Route Nos.	Section.	Graphic Index. Page No.	Points of Interest. Page No.	City Map. Page No.
51- 60—	Bloomington, Ill.....	150	148	148
491-500—	Canadian	1120		
371-380—	Canton, O.	654	699	699
531-540—	Cedar Rapids, Ia.....	848	885	884
1- 40—	Chicago, Ill.....	46-107	50	48
85- 90—	Champaign, Ill.	150	...	207
331-350—	Cincinnati, O.	654	630	628
381-400—	Cleveland, O.	654	714	712
501-510—	Clinton, Ia.	848	850	850
351-370—	Columbus, O.	654	656	656
521-530—	Davenport, Ia.	848	869	868
571-580—	Des Moines, Ia.	917	938	938
451-490—	Detroit, Mich.....	802	803	805
511-520—	Dubuque, Ia.....	848	860	860
181-184—	Eau Claire, Wis.....	366	...	378
135-155—	Fond du Lac-Oshkosh, Wis.....	281	301	301
551-560—	Fort Dodge, Ia.....	917	919	918
281-300—	Fort Wayne, Ind.....	557	559	558
261-270—	French Lick, Ind.....	507	525	
71- 80—	Galesburg-Quincy, Ill.	150	173 & 183	173 & 183
401-430—	Grand Rapids, Mich..	758	759	760
161-175—	Green Bay, Wis.....	323	324	324
221-240—	Indianapolis, Ind.....	441	461	461
651-670—	Kansas City, Mo.....	987 & 1120	1019	1019
185-190—	La Crosse, Wis.....	366	365	365
271-280—	Lafayette, Ind.....	507	534	535
116-125—	Lake Geneva, Wis....	264		
720-730—	Lexington, Ky.....	1120	1058	1065
321-330—	Lima, O.....	579	611	611

CAUTION—Always use the **INDEX TO CITIES AND TOWNS**, on pages 7 to 24, in connection with **SECTION INDEX MAPS**, for locating routes to intermediate points which are not route centers.

ALPHABETICAL LIST OF SECTIONS (Continued).

Route Nos.	Section.	Graphic Index. Page No.	Points of Interest. Page No.	City Map. Page No.
621-630—	Lincoln, Nebr.....	987		1009
701-710—	Louisville, Ky.....	1120	1057	1057
126-135—	Madison, Wis.....	281	283	283
561-570—	Mason City, Ia.....	917		929
101-115—	Milwaukee, Wis.....	236-253	239	238
611-620—	Omaha, Nebr.....	987-917	989	989
41- 50—	Ottawa, Ill.....	150	132	132
61- 70—	Peoria, Ill.....	150	162	162
91-100—	Rockford, Ill.....	107-150	223	223
631-650—	St. Joseph, Mo.....	987		
601-610—	St. Louis, Mo.....	1120	968	968
191-200—	St. Paul - Minneapolis, Minn.....	366	390	388
581-950—	Sioux City, Ia.....	917	952	952
201-220—	South Bend, Ind.....	411	413	413
591-600—	Spirit Lake, Ia.....	917	958	
81- 90—	Springfield-Champaign, Ill.....	150	193	192
176-180—	Stevens Point, Wis...	366	344	
156-160—	Sturgeon Bay, Wis...	323	319	
241-250—	Terre Haute, Ind.....	507	508	508
301-320—	Toledo, O.....	579	580	581
431-440—	Traverse City, Mich...	790		
251-260—	Vincennes, Ind.....	507		519
541-550—	Waterloo, Ia.....	848	901	900
751-760—	Wheeling, W. Va.- Pittsburg, Pa.....	655	1068	1068-733

INDEX OF CITY AND TOWN STREET MAPS

	Page		Page
Akron, O.....	740	Dubuque, Ia.....	860
Ann Arbor, Mich.....	806	Eau Claire, Wis.....	378
Aurora, Ill.....	90	Elgin, Ill.....	109
Battle Creek, Mich.....	808	Elkhart, Ind.....	814
Bellevue, O.....	588-748	Elyria, O.....	584
Beloit, Wis.....	232	Erie, Pa.....	718
Benton, Harbor, Mich.....	455	Fond du Lac, Wis.....	301
Bloomington, Ill.....	148	Fort Dodge, Ia.....	918
Bryan, O.....	435	Fort Wayne, Ind.....	558
Buffalo, N. Y.....	722	Galesburg, Ill.....	173
Canton, O.....	699	Grand Rapids, Mich.....	760
Cedar Rapids, Ia.....	884	Green Bay, Wis.....	324
Champaign, Ill.....	207	Hamilton, O.....	642
Chicago, Ill.....	48	Hamilton, Ont.....	842
Cincinnati, O.....	628-629	Indianapolis, Ind.....	461
Cleveland, O.....	712	Iowa City, Ia.....	878
Clinton, Ia.....	850	Jackson, Mich.....	446
Columbus, O.....	656	Janesville, Wis.....	115
Covington, Ky.....	628	Kalamazoo, Mich.....	444
Danville, Ill.....	213	Kansas City, Mo.....	1019
Davenport, Ia.....	868	Kenosha, Wis.....	122
Dayton, O.....	632	La Crosse, Wis.....	365
Decatur, Ill.....	206	Lafayette, Ind.....	535
Des Moines, Ia.....	938	Lexington, Ky.....	1065
Detroit, Mich.....	805	Lima, O.....	611
Dixon, Ill.....	851	Lincoln, Nebr.....	1009

INDEX TO CITIES AND TOWNS (Continued).

	Page		Page
Logansport, Ind.....	464	Richmond, Ind.....	480
Louisville, Ky.....	1057	Rockford, Ill.....	223
London, Ont.....	837	Rock Island, Ill.....	868
Madison, Wis.....	283	St. Joseph, Mich.....	455
Manitowoc, Wis.....	261	St. Louis, Mo.....	968
Mansfield, O.....	619	St. Paul, Minn.....	388
Marshalltown, Ia.....	890	Sandusky, O.....	588-748
Mason City, Ia.....	929	Sioux City, Ia.....	952
Milwaukee, Wis.....	126-238	South Bend, Ind.....	56-413
Minneapolis, Minn.....	388	Springfield, Ill.....	192
Moline, Ill.....	868	Springfield, O.....	672
Napoleon, O.....	566	Terre Haute, Ind.....	508
Oberlin, O.....	584	Toledo, O.....	581-751
Omaha, Nebr.....	989	Urbana, Ill.....	207
Oshkosh, Wis.....	301	Valparaiso, Ind.....	415
Ottawa, Ill.....	132	Vincennes, Ind.....	519
Peoria, Ill.....	162	Waterloo, Ia.....	900
Pittsburg, Pa.....	733	Waukesha, Wis.....	254
Port Huron, Mich.....	825	Wheeling, W. Va.....	1068
Quincy, Ill.....	183	Youngstown, O.....	735
Racine, Wis.....	122		

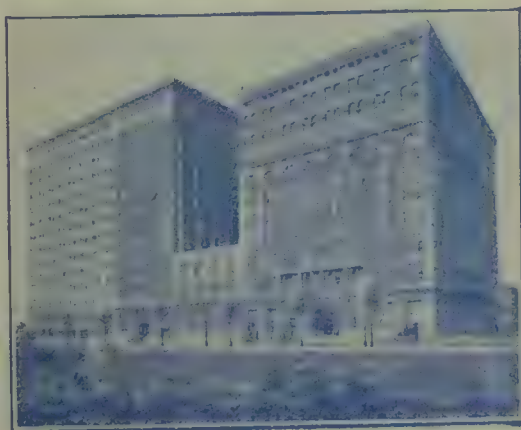
CONGRESS HOTEL AND ANNEX

Michigan Boulevard and Congress Street

Chicago

Overlooking Lake Michigan and Grant Park

Max L. Teich and Carl C. Roessler, Managing Directors



The most extensive, commodious
and costly structure ever
erected for hotel
purposes.

Ladies and Gentlemen's Restau-
rants; German Room; the magni-
ficent Pompeian Room with more
than double its former capacity;
Private Dining Rooms; Banquet
Rooms with accommodations for
ten to one thousand persons.

Absolutely Fireproof

CONGRESS HOTEL COMPANY

N. M. KAUFMAN, President

CAUTION—Always use the **INDEX TO CITIES AND TOWNS**, on pages 7 to 24, in connection with **SECTION INDEX MAPS**, for locating routes to intermediate points which are not route centers.

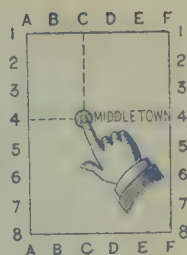


**Look For
This Sign
On Leading
Garages**

INDEX TO CITIES AND TOWNS

LOCATED ON INDEX MAPS.

How to find a name on the maps—The letter and figure opposite each name correspond to those shown in borders of maps, and indicate location of city or village. To find the name, place finger on letter shown at the top of maps, and indicate location of city or village. To the map until opposite the given number.



The figures in last column are page numbers upon which maps may be found.

Population according to 1910 census figures of towns over 5000 inhabitants.

Towns and States	Location on Maps	Page No.	Towns and States	Location on Maps	Page No.
A			B		
Abelmans, Wis.....	C-7	236, 323, 366	Annetta, Tex.....		1088
Abilene, Tex.....		1090	Antioch, Ill.....	D-8	107, 236, 264
Abingdon, Ill.....	F-6	46, 150			323
Abbottsford, Wis.....	A-6	366	Apache, Okla.....		1042, 1048
Ackley, Ia.....	D-4	848, 917	Appleton, Wis.....	B-8	236, 323, 366
Ada, O.....	F-12	579, 654	Pop. 16,773.		
Adair, Ia.....	E-2	848, 917	Aragon, Tex.....		1096
Adel, Ia.....	E-3	848, 917	Arcadia, Ind.....	G-10	47, 411, 507
Aden, N. Mex.....		1099	Archbold, O.....	E-12	579, 654
Addison, Ill.....	E-8	107, 236, 264	Arcola, Kan.....		1055
		323	Argos, Ind.....	E-10	47, 411, 507
Adrian, Mich.....	E-12	579, 654, 758	Arlington, Ind.....	G-11	47, 411, 507
Pop. 10,763.		802	Arlington, O.....	F-12	579, 654
Agricola, Kan.....		1035	Arnolds Park, Ia.....	C-2	848, 917
Akron, O. (Pop. 69,067).	F-14	655	Ashippun, Wis.....	C-8	236, 323, 366
Albert Lea, Minn.....	B-4	366, 848, 917	Ashland, Ill.....	G-7	46, 150
Pop. 61,092.			Ashland, O. (Pop. 6795).	F-13	655
Albion, Mich.....	E-11	758, 802	Ashtabula, O.....	E-15	655
Pop. 5,833.			Pop. 18,266.		
Alden, Minn.....	D-3	366, 848, 917	Ashton, Ill.....	E-7	46, 150, 236
Aledo, Tex.....		1088			323
Alexandria, Ind.....	G-10	47, 411, 507			984
Pop. 5,096.			Atchison, Kan.....	D-2	
Algoma, Wis.....	A-9	236, 323	Pop. 16,429.		655
Algona, Ia.....	C-3	366, 848, 917	Athens, O. (Pop. 5,463).	G-14	46, 150
Algonquin, Ill.....	D-8	46, 107, 236	Atkinson, Ill.....	E-7	46, 150
		264	Atlanta, Ill.....	G-7	790
Allendale, Mich.....	C-10	738, 790, 802	Atlanta, Mich.....	A-12	848, 917
Allens Grove, Wis.....	D-8	107, 236, 264	Atlantic, Ia.....	E-2	47, 411, 507
		323	Attica, Ind.....	G-9	987
Alliance, O.....	F-15	655, 1086	Auburn, Neb.....	F-1	655
Pop. 15,083.			Auburn, O.....	E-15	1084
Alma, Mich.....	C-11	790	Auburn Center, O.....		1084
Alma Center, Wis.....	A-6	366	Auburn Corners, O.....		46, 150
Alpena Jct., Mich.....	A-13	790	Augusta, Ill.....	F-6	47, 411, 507
Alpha, Ill.....	E-6	46, 150	Augusta, Ind.....	G-10	848, 917
Alpine, Tex.....		1095	Aurelia, Ia.....	D-2	46, 107, 150
Altamont, Ill.....	H-8	46, 150	Aurora, Ill.....	E-8	264
Alta, Ia.....	D-2	848, 917	Pop. 29,807.		
Alto, Mich.....	D-11	758, 802	Austin, Minn.....	B-4	366, 848, 917
Alton, O.....	G-13	579, 654	Pop. 6,960.		
Altona, Ill.....	F-6	46, 150	Austinvilla, Ia.....	D-4	848, 917
Altoona, Ia.....	E-3	848, 917	Avoca, Ia.....	E-2	848, 917
Alven, Ia.....	D-3	848, 917	Avoca, Neb.....	F-1	987
Alvord, Tex.....		1044, 1046	Avon, Ill.....	F-6	46, 150
Amanda, O.....	G-13	655	Axtell, Kan.....	G-1	987
Amboy, Minn.....	D-3	366	B		
Ambridge, Pa.....		1079	Bagley, Mich.....	BB-9	335
Ames, Ia.....	E-3	848, 917	Baileyville, Kan.....	G-1	987
Amherst, O.....	E-14	655	Bainbridge, Ind.....	G-9	47, 411, 507
Amherst, Wis.....	A-7	236, 323, 366	Bainbridge, O.....	II-13	579, 654
Amherst Jct., Wis.....	A-7	236, 323, 366	Balbeck, Ind.....	F-11	47, 411, 507
Amity, Ind.....	II-10	47, 411, 507	Baldwin, Mich.....	B-10	790
		1061	Baldwin, Wis.....	A-4	366
Amsterdam, O.....	F-15	655, 1078	Ballard, Ill.....	F-8	46, 150
Anadarko, Okla.....		1041, 1048	Bancroft, Ia.....	C-3	366, 848, 917
Anderson, Ind.....	G-11	47, 411, 507	Banning, Cal.....		1107
Pop. 22,476.			Baraboo, Wis.....	C-7	236, 323, 366
Anita, Ia.....	E-2	848, 917	Pop. 6,324.		
Ankeny, Ia.....	E-3	848, 917	Bardstown, Ky.....	J-11	1063
Anna, O.....	F-12	579, 654	Barnum, Ia.....	D-2	848, 917
Ann Arbor, Mich.....	D-12	579, 654, 758	Bascom, O.....	F-13	579, 654
Pop. 14,817.		802	Battle Creek, Mich.....	D-11	579, 758
			Pop. 25,267.		

ALWAYS USE THIS INDEX in connection with **SECTION INDEX MAPS** shown on pages indicated for locating routes to any city or town in this territory.



All You Need to Repair the Worst Puncture or Blowout

Forget your fear of tire troubles. No matter where you are—in the garage or on the road—you can quickly and permanently repair every injury that can happen to a tube or casing, absolutely without the use of tools, heat or vulcanizing. All you need is your two hands and



Why be prejudiced? Fifteen thousand Tire-Doh Outfits were sold in 1910 on a **binding guarantee of money back if not satisfied**. We are still making the same guaranty to you—now—because Tire-Doh “makes good.”

The outfit shown above consists of one can of Tire-Doh, one can of Tire-Doh Cement and an Inside Casing Patch for serious blowouts. It comes securely packed in a can that occupies almost no space in your kit box. With it you can repair a puncture in 15 minutes, a blowout in an hour—permanently, and better than by vulcanizing, at **one-tenth its cost**. Just clean around the hole with gasoline, apply Tire-Doh Cement, and then knead in enough Tire-Doh to make a neat patch. That's all there is to it, and it's the

Only Positive Insurance Against Delay

You can get Tire-Doh from most up-to-date auto supply dealers. Ask the next one you pass, or send us your check for \$2 and we will ship you a Tire-Doh Outfit to any point on your route, express prepaid. Tire-Doh is too important a time-temper-and-money-saver for you to be without it longer. Get it today.

Atlas Auto Supply Company
36 East Adams Street, Chicago

INDEX TO CITIES AND TOWNS (Continued).

Towns and States	Location on Maps	Page No.
B (Cont.)		
Bay City, Mich.....	C-12	758, 790, 802
Pop. 45,166.		
Beacon City, O.....	F-14	655
Beardstown, Ill.....	G-6	46, 150
Pop. 6,107.		
Bearwallow, Ky.....		1063
Beatrice, Neb.....	F-1	987
Beattie, Kan.....	G-1	987
Beaver Dam, O.....	F-12	579, 654
Beaver Dam, Wis.....	C-8	236, 323, 366
Pop. 6,758.		
Beaver Falls, Pa.....		1080, 1085
Bedford, Ind.....	H-10	47, 411, 507
Pop. 8,716.		
Bedford, O.....	E-14	655, 1082
Bellefontaine, O.....	F-12	579, 654
Pop. 8,238.		
Belle Plaine, Ia.....	E-5	848, 917
Belleville, Ill.....	J-7	46, 150
Pop. 21,122.		
Bellevue, O.....	E-13	579, 654, 655
Pop. 5,209.		
Bellevue, Wis.....	A-8	236, 323, 366
Bellmore, Ind.....	G-9	47, 411, 507
Beloit, Ia.....	D-2	848, 917
Beloit, Wis.....	D-8	107, 236, 264
Pop. 15,125.		
Belvidere, Ill.....	D-8	46, 107, 150
Pop. 7,253.		236, 264, 323
Ben Brook, Tex.....		1088
Bennett, Ia.....	E-6	848, 917
Benson, Ariz.....		1102
Benton, Wis.....	D-6	848, 917
Benton Harbor, Mich....	D-10	758, 802
Pop. 9,185.		
Berino, N. Mex.....		1099
Berlin, Neb.....	F-1	987
Berrien Springs, Mich....	E-10	758, 802
Beverly, O.....	G-14	655
Big Rapids, Mich.....	B-11	790
Big Spring, Tex.....		1092
Big Suamico, Wis.....	A-8	366
Birch Creek, Mich.....	AA-9	335
Birmingham, Mich.....	D-13	579, 802
Birmingham, O.....	E-13	655
Bitely, Mich.....	B-10	790
Black River, Mich.....	A-13	790
Black River Falls, Wis....	B-6	366
Blair, Wis.....	B-5	366
Blairsburg, Ia.....	D-3	848, 917
Blissfield, Mich.....	E-12	579, 654, 802
Bloomington, Ill.....	E-8	107, 264
Bloomington, Ind.....	H-11	47, 411, 507
Bloomington, Minn.....	B-4	366
Bloomington, Ill.....	F-8	46, 150
Pop. 25,768.		
Bloomington, Ind.....	H-10	47, 411, 507
Pop. 8,838.		
Bloomville, O.....	E-13	579, 654, 655
Blue Earth, Minn.....	B-3	366, 848, 917
Blue Springs, Neb.....	G-1	987
Bluff City, Ill.....	H-7	46, 150
Bluffton, Ind.....	F-11	411, 507, 579
Bluffton, O.....	F-12	579, 654
Blythe, Cal.....		1105
Bordman, O.....	F-15	655
Bonita, Kan.....		1056
Boone, Ia. (Pop. 10,347)...	E-3	848, 917
Boswell, Ind.....	F-9	47, 411, 507
Botkins, O.....	F-12	579, 654
Bourneville, O.....	H-13	579, 654
Bowie, Ariz.....		1101
Bowie, Tex.....		1043
Bowling Green, O.....	E-12	579, 654
Pop. 5,222.		
Brackett, Wis.....	A-5	366
Brandon, Wis.....	B-8	236, 323, 366
Brandt, O.....	G-12	579, 654
Brayton, Ia.....	E-2	848, 917
Brazil, Ind.....	G-9	47, 411, 507
Breckenridge, Tex.....		1089
Brecksville, O.....	E-14	655
Brese, Ill.....	J-7	46, 150
Breyfogle, Ind.....	H-10	47, 411, 507
Briar Bluff, Ill.....	E-6	46, 150
Bridgeport, Mich.....	C-12	790

Towns and States	Location on Maps	Page No.
Bridgeport, O.....		1073, 1076
Bridgeville, Pa.....		1070
Brighton, Mich.....	D-12	758, 802
Brimfield, Ind.....	E-11	47, 411, 507
Bristol, Ind.....	E-10	47, 411, 507
Britt, Ia.....	C-3	848, 917
Brook, Ind.....	F-9	47, 411, 507
Brookfield, Wis.....	C-8	107, 264, 366
Brooklyn, Ia.....	E-4	848, 917
Brooklyn, Mich.....	D-12	758, 802
Brookside, Wis.....	A-8	236, 323
Brookville, Ind.....	H-11	507, 579, 654
Brotherstown, Wis.....	B-8	236, 323, 366
Brownstown, Ill.....	H-8	46, 150
Brownstown, Ind.....	H-10	47, 411, 507
Browns Valley, Ind.....	G-9	47, 411, 507
Brownsville, O.....	G-14	579, 654, 655
Bruceville, Ind.....	H-9	46, 47, 150
		411, 507
Bryan, O.....	E-12	579, 654
Buchanan, Mich.....	E-10	758, 802
Bucyrus, O.....	F-13	579, 654, 655
Pop. 8,122.		
Buffalo, Ill.....	G-7	46, 150
Buffalo, Ky.....		1063
Bunker Hill, Ind.....	F-10	47, 411, 507
Burlington, Ind.....	F-10	47, 411, 507
Burlington, Wis.....	D-8	236, 264, 323
Burr Oak, Wis.....	B-6	366
Burt, Ia.....	C-3	366, 848, 917
Bushnell, Ill.....	F-6	46, 150
Busseron, Ind.....	H-9	46, 47, 150
		411, 507
Butler, Ind.....	E-11	47, 411, 507
Byhalia, O.....	F-13	579, 654
Byron, Ill.....	D-7	46, 150, 236
Byron, Wis.....	C-8	236, 323, 366
C		
Cadillac, Mich.....	B-11	790
Pop. 8,375.		
Cadiz, O.....	G-15	655
Cadott, Wis.....	A-6	366
Caldwell, Kan.....		1038, 1052
Cambray, N. Mex.....		1099
Cambridge, O.....	G-14	655, 1074
Pop. 11,327.		
Cambridge, Wis.....	C-7	264, 323, 366
Cambridge City, Ind....	G-11	47, 411, 507
		579, 654
Camden, Ind.....	F-10	47, 411, 507
Camden, O.....	G-12	579, 654
Campbelltown, O.....	G-12	579, 654
Canal Dover, O.....	F-14	655
Pop. 6,621.		
Canal Winchester, O....	G-13	655
Cannelburg, Ind.....	H-9	47, 411, 507
Cannon Falls, Minn.....	A-4	366
Canonsburg, Pa.....		1070, 1072
Canton, O.....	F-14	655, 1078
Pop. 50,217.		1087
Canutillo, N. Mex.....		1098
Caraghar, O.....	E-12	579, 654
Carey, O.....	F-13	579, 654
Carlisle, Ind.....	H-9	46, 47, 150
		411, 507
Carlyle, Ill.....	J-7	46, 150
Carnegie, Pa.....		1070, 1071
Carney, Kan.....	G-1	987
Caro, Mich.....	G-13	790
Carpenterville, Ill.....	D-8	107, 264
Carroll, Ind.....	F-10	47, 411, 507
Carroll, Ia.....	E-2	848, 917
Carroll, O.....	G-13	655
Carrollton, O.....	F-15	655, 1078
Casco, Wis.....	A-9	236, 323
Caseville, Mich.....	B-13	790
Cashton, Wis.....	C-6	366, 848, 917
Castalia, O.....	E-13	655
Catlin, Ill.....	G-9	46, 150
Cayuga, Ill.....	F-8	46, 150
Cayuga, Ind.....	G-9	46, 47, 150
		411, 507
Cedar, Mich.....	BB-9	335
Cedar Falls, Ia.....	D-4	848, 917
Pop. 5,012.		
Cedar Grove, Ind.....	H-11	411, 507, 579

ALWAYS USE THIS INDEX in connection with **SECTION INDEX MAPS** shown on pages indicated for locating routes to any city or town in this territory.

Packard

OILS

☐ Authorized by Packard Motor Car Co. of Detroit and approved by their laboratories.

☐ Are only manufactured by Wolverine Lubricants Co.

☐ Are obtainable from Packard Dealers or direct from us.

WOLVERINE LUBRICANTS CO.

80 BROAD STREET, NEW YORK

CHICAGO

PHILADELPHIA

BOSTON

INDEX TO CITIES AND TOWNS (Continued).

Towns and States	Location on Maps	Page No.
C (Cont.)		
Cedar Grove, Wis.....	C-9	236, 323, 366
Cedar Rapids, Ia.....	E-5	848, 917
Pop. 32,811.		
Centerville, Ind.....	G-11	47, 411, 507
Centerville, O.....	G-12	579, 654
Chagrin Falls, O.....	E-14	655, 1084
Champaign, Ill.....	G-8	46, 150
Pop. 12,421.		
Channing, Mich.....	CC-8	335
Charles City, Ia.....	C-4	366, 484, 917
Pop. 5,892.		
Charlevoix, Mich.....	AA-11	790
Chatfield, Minn.....	B-5	366
Cheboygan, Mich.....	AA-12	790
Pop. 6,859.		
Chelsea, Ia.....	E-5	848, 917
Chelsea, Mich.....	D-12	579, 758, 802
Chemung, Ill.....	D-8	107, 236, 264
		323
Chenoa, Ill.....	F-8	46, 150
Cherokee, Ia.....	D-2	848, 917
Cherry Valley, Ill.....	D-8	107, 236, 264
		323
Chester, Minn.....	D-4	366
Chesterton, Ind.....	E-9	47, 411, 507
Chetek, Wis.....	AA-5	366
Chicago, Ill.....	E-9	46, 107, 236
Pop. 2,185,283.		264, 411
Chicago Heights, Ill.....	E-9	107, 264
Pop. 14,525.		
Chickasha, Okla.....		1041, 1049
Chillicothe, Ill.....	F-7	46, 150
Chillicothe, O.....	H-13	579, 654, 655
Pop. 14,508.		
Chilton, Wis.....	B-8	236, 323
Chippewa, Mich.....	B-11	790
Chippewa Falls, Wis.....	A-5	366
Pop. 8,893.		
Chispa, Tex.....		1096
Chrisman, Ill.....	G-9	46, 47, 150
		411, 507
		1086
Churchill, O.....		47, 411, 507
Churubusco, Ind.....	E-11	579, 654, 1067
Cincinnati, O.....	H-12	
Pop. 364,463.		
Circleville, O.....	G-13	579, 654, 655
Pop. 6,744.		
Clare, Mich.....	B-11	790
Clarence, Ia.....	E-6	848, 917
Clarksburg, Mich.....	DD-8	335
Clarksville, Ia.....	D-4	848, 917
Clarksville, Mich.....	D-11	758, 802
Clarksville, O.....	H-12	579, 654
Clay City, Ill.....	H-8	46, 150
Claysville, Pa.....		1069, 1072
Clear Creek, Ind.....	H-10	47, 411, 507
Clear Lake, Ia.....	C-4	366, 848, 917
Clements, Kan.....		1036, 1054
Cleveland, O.....	E-14	655, 1082, 1084
Pop. 560,663.		
Clinton, Ind. (Pop. 6,229).....	G-9	47, 411, 507
Clinton, Ia.....	E-6	46, 150, 236
Pop. 25,577.		323, 848, 917
Clinton, Mich.....	D-12	579, 654, 758
		802
Clinton, Wis.....	D-8	107, 264
Clyde, Minn.....	B-5	366
Clyde, O.....	E-13	579, 654, 655
Coachella, Cal.....		1106
Coahoma, Tex.....		1092
Cochise, Ariz.....		1101
Coldwater, Mich.....	E-11	411, 579, 758
Pop. 5,945.		
Coleman, Mich.....	B-11	790
Colesburg, Ia.....	D-5	848, 917
Colfax, Ia.....	E-4	848, 917
Collinsville, Ill.....	H-7	46, 150
Pop. 7,478.		
Collinsville, O.....	G-12	579, 654
Colo, Ia.....	D-3	848, 917
Colorado, Tex.....		1091
Colton, Cal.....		1107
Columbia City, Ind.....	E-11	47, 411, 507
Columbiana, O.....	F-15	655, 1080
Columbus, Ind.....	H-10	47, 411, 507
Pop. 8,813.		1060

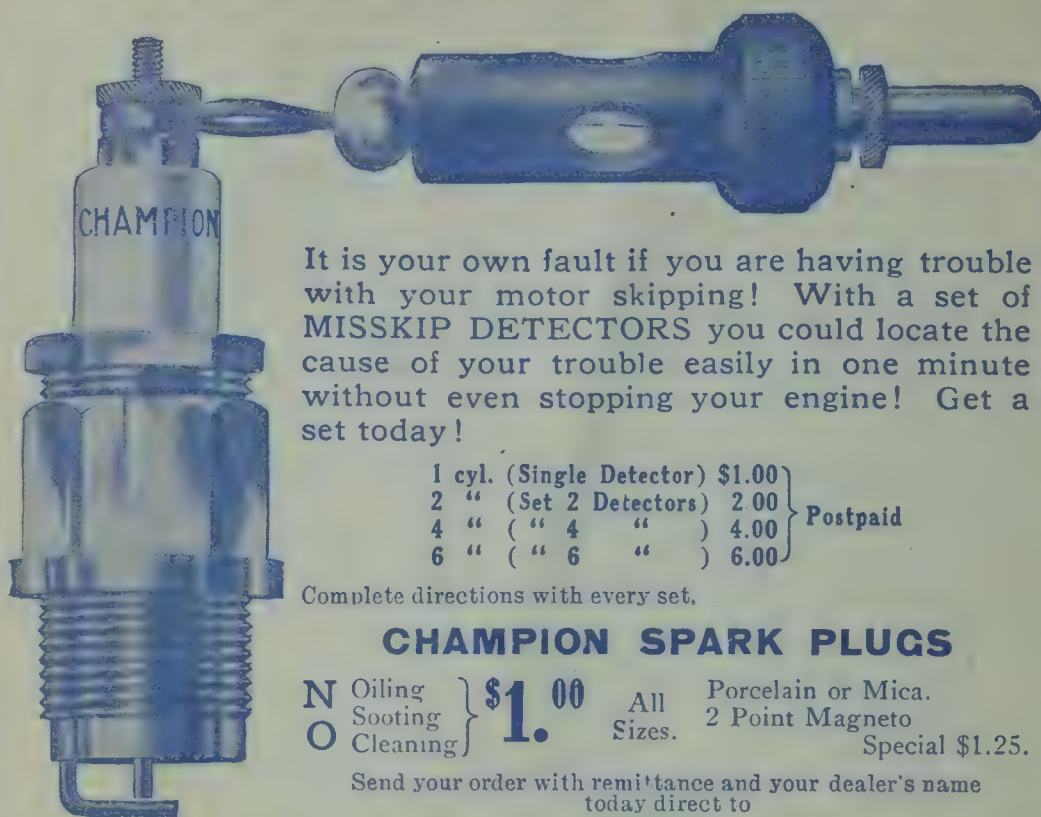
Towns and States	Location on Maps	Page No.
Columbus, O.....	G-13	579, 654
Pop. 181,511.		
Columbus, Wis.....	C-8	236, 323, 366
Concord, Mich.....	D-12	758, 802
Concord, Wis.....	C-8	107, 264
Conesville, O.....	G-14	655
Conneaut, O.....	E-15	655
Pop. 8,319.		
Connersville, Ind.....	G-11	411, 507, 579
Pop. 7,738.		
Conrad, Ia.....	D-4	848, 917
Convoy, O.....	F-12	579, 654
Coolville, O.....	H-14	655
Cooperstown, Wis.....	B-9	236, 323
Copemish, Mich.....	A-10	790
Coral, Ill.....	D-8	107, 236, 264
Corinth, Ky.....	H-12	1067
Corliss, Wis.....	D-8	107, 236, 264
Cornell, Ia.....	C-2	848, 917
Cortland, Ill.....	E-8	107, 264
Cortland, Neb.....	F-1	987
Coshocton, O.....	G-14	655
Pop. 9,603.		
Cottage Grove, Wis.....	C-7	236, 323, 366
Cottonwood Falls, Kan.....		1036, 1054
Council Bluffs, Ia.....	E-1	848, 917
Pop. 29,292.		
Covington, Ind.....	G-9	411, 507
Covington, Ky.....	H-12	1067
Pop. 53,270.		
Crawfordsville, Ind.....	G-9	47, 411, 507
Pop. 9,371.		
Crescent, Ia.....	E-1	848, 917
Creston, Ill.....	E-8	46, 107, 236
Crete, Ill.....	E-9	46, 150
Cridesville, O.....	F-12	579, 654
Crittenden, Ky.....		1067
Crooksville, O.....	G-14	655
Crown Point, Ind.....	E-G	47, 411, 507
Cruthersville, Ind.....	H-10	47, 411, 1059
Crystal Falls, Mich.....	CC-8	335
Crystal Lake, Ill.....	D-8	107, 236, 264
Cumberland, Ind.....	G-10	47, 411

D

Dakotah, Ia.....	D-3	848, 917
Dalberg, Tex.....		1096
Dale, Wis.....	D-8	236, 323, 366
Dana, Ind.....	G-9	46, 150
Danvers, Ill.....	F-7	46, 150
Danville, Ill.....	G-9	46, 411, 507
Pop. 27,871.		
Danville, Ind.....	G-10	47, 411, 507
Darien, Wis.....	D-8	107, 264
Darlington, Pa.....	F-15	655
Davenport, Ia.....	E-6	46, 150, 848
Pop. 43,028.		
Dawson, Ill.....	G-7	46, 150
Dayton, O.....	G-12	579, 654
Pop. 116,577.		
Dearborn, Mich.....	D-13	758, 802
Decatur, Ill.....	G-8	46, 150
Pop. 31,140.		
Decatur, Mich.....	D-10	758, 802
Decatur, Tex.....		1044, 1045
Deer Creek, Ind.....	F-10	47, 411, 507
Deerfield, Ill.....	D-9	107, 264
Deerfield, O.....	F-15	655
Defiance, O.....	E-12	579, 654
Pop. 7,327.		
Dekalb, Ill.....	E-8	46, 107, 236
Pop. 8,102.		
Delafield, Wis.....	C-8	107, 236, 264
Delavan, Ill.....	F-7	46, 150
Delavan, Wis.....	D-8	107, 264
Delaware, Ia.....	D-5	848, 917
Delaware, O.....	G-13	579, 654, 655
Pop. 9,076.		
Dells of Wis., Wis.....	C-7	236, 323, 366
Delphi, Ind.....	F-10	47, 411, 507
Delphos, O.....	F-12	579, 654
Pop. 5,038.		
Delta, O.....	E-12	579, 654
Deming, N. Mex.....		1100
Denison, Ia.....	E-2	848, 917
Denison, O.....	F-14	655
Denmark, Wis.....	B-9	236, 323, 366

ALWAYS USE THIS INDEX in connection with **SECTION INDEX MAPS** shown on pages indicated for locating routes to any city or town in this territory.

MISS! SKIP!



It is your own fault if you are having trouble with your motor skipping! With a set of MISSKIP DETECTORS you could locate the cause of your trouble easily in one minute without even stopping your engine! Get a set today!

1 cyl. (Single Detector)	\$1.00	} Postpaid
2 " (Set 2 Detectors)	2.00	
4 " (" 4 ")	4.00	
6 " (" 6 ")	6.00	

Complete directions with every set.

CHAMPION SPARK PLUGS

N Oiling	\$1.00	All	Porcelain or Mica.
Sooting		Sizes.	2 Point Magneto
O Cleaning			Special \$1.25.

Send your order with remittance and your dealer's name today direct to

THE CHAMPION SPARK PLUG CO. 400 Jefferson Avenue, Toledo, Ohio



Owners of the following cars make note:

**Wayne Northern
Queen De Luxe
Aerocar Blomstrom**

We carry **in stock** parts for the cars mentioned.

It is a very important thing to know just where to go to replace broken parts of a motor car; such knowledge insuring a saving of time and money.

We can supply parts for the cars named above, upon receipt of order.

We also build cars to order, incorporating individual ideas, or on our own design.

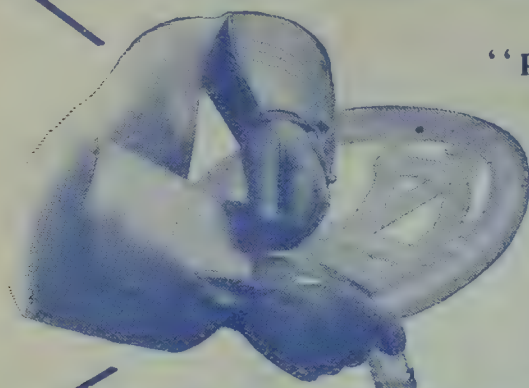
Auto Parts Manufacturing Company
Department P
Detroit, Michigan

INDEX TO CITIES AND TOWNS (Continued).

Towns and States	Location on Maps	Page No.	Towns and States	Location on Maps	Page No.
D (Cont.)					
DePere, Wis.....	A-8	236, 323, 366	Elreno, Okla.....		1040, 1050
Des Moines, Ia.....	E-3	848, 917	Elroy, Wis.....	C-6	366
Pop. 86,368.			Elyria, O.....	E-14	655
Detroit, Mich.....	D-13	579, 802	Pop. 14,825.		
Pop. 469,766.			Emerald Grove, Wis.....	D-8	107, 264
Devils Lake, Wis.....	C-7	236, 323, 366	Emery Jct., Mich.....	B-12	790
Dewitt, Ia.....	D-6	848, 917	Emmetsburg, Ia.....	C-2	848, 917
Dexter, Minn.....	B-4	366, 848, 917	Emporia, Kan.....		1036, 1055
Diamond Lake, Ill.....	E-9	107, 264	Pop. 9,058.		
Dillon, Ill.....	F-7	46, 150	Enid, Okla.....		1039, 1051
Dixon, (Pop. 7,216).....	E-7	46, 236, 323	Enon, O.....	G-12	579, 654
Dixon, Mich.....	CC-10	335	Enon Valley, Pa.....		1083
Dodsonville, O.....	H-12	579, 654	Ephraim, Wis.....	A-9	236, 323
Dollsville, Cal.....		1107	Escanaba, Mich.....	BB-10	335
Donnelsville, O.....	G-12	579, 654	Pop. 13,194.		
Dos Palmas, Cal.....		1106	Etholen, Tex.....		1096
Dousman, Wis.....	C-8	107, 236, 264	Etna, O.....	G-13	655
Dover, Neb.....	F-1	987	Ettrick, Wis.....	B-5	366
Dover, O.....	E-14	655	Euclid, O.....	E-14	655
Dowagiac, Mich.....	E-10	758, 802	Evanston, Ill.....	E-9	46, 107, 236
Pop. 5,088.			Pop. 24,978.		
Dow City, Ia.....	E-1	848, 917	Evansville, Ind.....	J-9	46, 47, 411
Downers Grove, Ill.....	E-8	107, 264	Pop. 69,647.		
Dragoon, Ariz.....		1101	Evansville, Wis.....	D-7	236, 323
Dresden, O.....	G-14	655	Everest, Kan.....	G-2	987
Dublin, O.....	G-13	579, 654	Exira, Ia.....	E-2	848, 917
Dubuque, Ia.....	D-6	848, 917	Eyota, Minn.....	B-5	366
Pop. 38,494.			F		
Duck Creek, Wis.....	A-8	236, 322	Fabens, Tex.....		1097
Dunbar, Neb.....	F-1	987	Fairmont, Ind.....	F-10	47, 411, 507
Duncan, Ia.....	C-3	848, 917	Fairmont, Minn.....	C-2	848, 917
Dundas, Minn.....	A-4	366	Fairview, Kan.....	G-1	987
Dundee, Ill.....	D-8	107, 236, 264	Fairview, O.....	G-15	655
Dundee, Mich.....	D-12	579, 802	Full City, Neb.....	G-1	987
Dunkirk, O.....	F-12	579, 654	Fancy Prairie, Ill.....	G-7	46, 150
Dunlap, Ia.....	E-2	848, 917	Fanning, Kan.....	G-2	987
Durant, Ia.....	E-6	848, 917	Faribault, Minn.....	B-4	366
Dwight, Ill.....	F-8	46, 150	Pop. 9,001.		
Dyer, Ind.....	E-9	46, 47, 411	Farley, Ia.....	D-6	848, 917
Dyersville, Ia.....	D-6	848, 917	Farmer City, Ill.....	G-8	46, 150
E			Farmersville, Ill.....	H-7	46, 150
Eagle, Wis.....	C-8	107, 236, 264	Farmington, Ill.....	F-7	46, 758, 802
Eagle Lake, Minn.....	B-3	366	Farmington, Mich.....	D-13	579, 654
Earl Park, Ind.....	F-9	47, 411, 507	Farmington, Minn.....	A-4	366
Earlville, Ill.....	E-8	107, 264	Fayetteville, O.....	H-12	579, 654
East Dubuque, Ill.....	D-6	848, 917	Findlay, O.....	F-12	579, 654
East Gilead, Mich.....	E-11	411, 758	Pop. 14,858.		
East Lynn, Ill.....	F-9	46, 150	Finley, Tex.....		1097, 1098
East Milwaukee, Wis.....	C-9	107, 264	Fish Creek, Wis.....	A-9	236, 323
East Peoria, Ill.....	F-7	46, 150	Flagg, Ill.....	E-7	46, 150
Eastport, Mich.....	A-11	790	Flint, Mich.....	C-12	758, 790, 802
East Springfield, O.....		1078	Pop. 38,550.		
East Townsend, O.....	E-13	655	Floodwood, Mich.....	CC-8	335
East Troy, Wis.....	D-8	107, 236	Flora, Ill.....	H-8	46, 150
Eaton, O.....	G-12	579, 654	Florence, Ariz.....		1103
Eau Claire, Wis.....	A-5	366	Florence, Kan.....		1036, 1054
Pop. 18,310.			Floyd, Ia.....	C-4	366, 848, 917
Economy, Pa.....		1079	Fonda, Ia.....	D-2	848, 917
Eden, Ind.....	G-10	47, 411, 507	Fond du Lac, Wis.....	B-8	236, 323, 366
Edgerton, Kan.....		1035, 1056	Pop. 18,797.		
Edgerton, Wis.....	D-7	107, 236, 264	Fontana, Wis.....	D-8	107, 264
Edgewood, Ind.....		1061	Forest, O.....	F-12	579, 654
Edinburg, Ind.....	H-10	47, 411	Forestville, Wis.....	A-9	236, 323
Edmond, Okla.....		1050	Fort Atkinson, Wis.....	C-8	107, 236, 366
Edna Mills, Ind.....	F-10	47, 411, 507	Fort Dodge, Ia.....	D-3	848, 917
Edwardsville, Ill.....	H-7	46, 150	Pop. 15,543.		
Pop. 5,014.			Fort Hancock, Tex.....		1097
Effingham, Ill.....	H-8	46, 150	Fort Sheridan, Ill.....	D-9	107, 236, 264
Effner, Ind.....	F-9	47, 411, 507	Fort Stockton, Tex.....		1094
Ehrenberg, Ariz.....		1105	Fort Wayne, Ind.....	F-11	47, 411, 654
Elbing, Kan.....		1037	Pop. 63,933.		
Elburn, Ill.....	E-8	107, 264	Fort Worth, Tex.....		1044, 1045, 1088
Eldora, Ia.....	D-4	848, 917	Foster, O.....	H-12	579, 654
Elgin, Ill.....	E-8	46, 107, 236	Fostoria, O.....	F-13	579, 654
Pop. 25,976.			Pop. 9,597.		
Elide, O.....	F-12	579, 654	Fowler, Ind.....	F-9	47, 411, 507
Elision, Minn.....	B-3	366	Fowlesville, Mich.....	D-12	758, 802
Elkhart, Ill.....	G-7	46, 150	Fox, Ill.....	E-8	46, 150
Elkhart, Ind.....	E-10	47, 411, 758	Fox Lake, Ill.....	D-8	107, 264
Pop. 19,282.			Frankfort, Ind.....	G-10	47, 411, 507
Elkhorn, Wis.....	D-8	107, 236, 264	Pop. 8,634.		
Elk Rapids, Mich.....	A-11	790	Frankfort, Ky.....	J-11	1064, 1066
Ellsworth, Ill.....	F-8	46, 150	Pop. 10,465.		
Elmdale, Kan.....		1036, 1054	Frankfort, O.....	H-13	579, 654
Elmhurst, Ill.....	E-8	107, 264	Franklin, Ind.....	G-10	47, 411
Elmore, Minn.....	B-3	366, 848, 917	Franklin Grove, Ill.....	E-7	46, 236, 323
El Paso, Tex.....		1098	Franksville, Wis.....	D-9	107, 264
			Fredericksburg, Ind.....		1062

ALWAYS USE THIS INDEX in connection with SECTION INDEX MAPS shown on pages indicated for locating routes to any city or town in this territory.

Motor In Most Comfort—Wear



Grinnell

"RIST-FIT" AUTO GLOVES

Grinnell Gloves give you the utmost glove comfort and make you ready for any emergency. The patented "Rist-Fit" keeps the cuff in place—the Ventilated Back insures cool hands. The leather is soft and pliable, yet so tough and serviceable as to do noble duty in making repairs, pitching camps, fixing the road ahead or other jobs likely to come up in the course of a long tour. Buy Grinnell Gloves next pair. If you don't find them at your dealer's write us his name; also give your size, color desired, etc., and we'll send a pair for your approval, prepaid.

MORRISON-RICKER MFG. CO.

113 Broad Street, Grinnell, Ia.



"SILVER KING"

TIPS FOR TOURISTS

Include in your equipment a set of "Silver King" wrenches.

Like a "friend in need it's the tourists' friend indeed"—the one wrench you do things with without tearing the car down.

The adjustable handle on "Silver King" will swing in any position and allow the ratchet wrench head to work decidedly opposite or towards you, making it possible to reach all difficult places on your car.

For sale at all Blue Book garages and supply houses—if not ask us how? Different sizes, \$6.00 and \$9.00.

C. M. B. WRENCH CO.

111 NORTH FRANKLIN STREET SYRACUSE, N. Y.



Buckeye Jacks

are the best Auto Jacks for all the cars in the world. No others equal them for durability, reliability and capacity. Insist on your car being equipped with a BUCKEYE JACK.

Made only by

BUCKEYE JACK MFG. COMPANY

Alliance, Ohio



THE ONLY ROAD



To Pleasure, Safety and Satisfaction

Equip your car with the GRAY MUFFLER and AUTOLARM. The Gray Muffler, "Silent as the Sphinx," enables you to pass the most timid horse without stopping the motor. It is fitted with an Efficient Cut-out which is very essential when touring. The Gray Autolarm is the most Practical and Satisfactory Signal made. Can be clamped on the exhaust pipe in a few minutes and requires no further attention. It Simply Cannot Clog. Will give a gentle warning or a locomotive shriek which will move the most obstinate Road Hog. Ask for catalog No. 16. Express charges paid if not sold by nearest dealer.

GRAY-HAWLEY MFG. CO., Detroit, Mich.

937-943 E. JEFFERSON AVENUE

INDEX TO CITIES AND TOWNS (Continued).

Towns and States	Location on Maps	Page No.	Towns and States	Location on Maps	Page No.
F (Cont.)					
Frederic, Mich.....	A-11	790	Groveland, Ind.....	G-9	47, 411, 507
Fredrick, Ill.....	G-6	46, 150	Grundy Center, Ia.....	D-4	848, 917
Freeport, Ill.....	D-7	46, 236, 323	Guion, Ind.....	G-9	47, 411, 507
Pop. 17,567.			Guthrie, Okla.....		1039, 1051
Fremont, O.....	E-13	579, 654, 655	Pop. 11,654.		
Pop. 9,939.			Guthrie Center, Ia.....	E-2	848, 917
Fremont, Wis.....	B-8	236, 323, 366	H		
French Lick, Ind.....	J-10	47, 411, 507	Halfday, Ill.....	D-9	107, 264
Fulton, Ind.....	F-10	47, 411, 507	Halloway, Ill.....	E-7	46, 150
G			Hallston, Mich.....	CC-12	335
Gage, N. Mex.....		1100	Hamilton, O.....	H-12	579, 654
Gagetown, Mich.....	B-13	790	Pop. 35,279.		
Galena, Ind.....	J-10	47, 411, 507	Hammond, Ind.....	E-9	46, 47, 411
Galesburg, Ill.....	F-6	46, 150	Pop. 20,925.		
Pop. 22,089.			Hammond, Wis.....	A-4	366
Galesville, Wis.....	B-5	366	Hannah, Ind.....	E-9	47, 411, 507
Galion, O. (Pop. 72,014).	F-13	655	Hanover, O.....	G-14	655, 1075
Galva, Ill.....	E-7	46, 150	Hampton, Ia.....	D-4	47, 411, 507
Garden Prairie, Ill.....	D-8	46, 107, 236	Hardinsburg, Ind.....	J-10	47, 411, 507
Gardner, Kan.....		1035, 1056	Harrison, O.....	H-12	579, 654
Garner, Ia.....	C-3	366, 848, 917	Harrisville, Mich.....	A-13	790
Gary, Ind. (Pop. 16,802).	E-9	47, 411, 507	Harrodsburg, Ind.....	II-10	47, 411, 507
Gaylord, Mich.....	A-11	790	Harshman, O.....	G-12	579, 654
Geneva, Ill.....	E-8	46, 107, 236	Hartford, Ia.....	D-4	848, 917
Geneva, O.....	E-15	655	Hartford, Mich.....	D-10	758, 802
Genoa Jct., Wis.....	D-8	236, 323	Hartland, Wis.....	C-8	107, 264
Georgetown, Ky.....		1067	Harvard, Ill.....	D-8	107, 236, 264
Germania, Ia.....	C-3	366, 848, 917	Harvey, Ill.....	E-9	107, 264
Ghent, O.....	E-14	655	Pop. 7,227.		
Gibson City, Ill.....	F-8	46, 150	Harvey, Mich.....	DD-9	335
Gillum, Ill.....	F-8	46, 150	Haskins, O.....	E-12	579, 654
Gilman, Ill.....	F-9	46, 150	Hastings, Okla.....		1043
Gilmore, Ia.....	D-3	848, 917	Haubstadt, Ind.....	J-9	47, 411, 507
Gilson, Ill.....	F-6	46, 150	Havelock, Ia.....	D-3	848, 917
Girard, O.....	E-15	655, 1083	Havelock, Neb.....	F-1	987
Glade, Ariz.....		1101	Hayward, Minn.....	B-4	366
Gladwin, Mich.....	B-12	790	Hazelton, Ind.....	J-9	47, 411, 507
Glenarm, Ill.....	G-7	46, 150	Hebron, Ill.....	D-8	107, 236, 264
Glencoe, Ill.....	D-9	107, 236, 323	Hebron, O.....	G-13	655
Glenville, Minn.....	B-4	366, 848, 917	Henderson, Ill.....	F-6	46, 150
Glidden, Ia.....	E-2	848, 917	Hendrysville, O.....	G-15	655
Goodenow, Ill.....	E-9	107, 264	Henry, Ill.....	F-7	46, 150
Goshen, Ind.....	E-10	47, 411, 507	Henryville, Ind.....	J-10	47, 411, 507
Pop. 8,514.			Hermansville, Mich.....	BB-9	335
Gosport, Ind.....	H-10	47, 411, 507	Herrick, Mich.....	A-12	790
Gowrie, Ia.....	D-3	848, 917	Hersey, Mich.....	B-11	790
Grand Detour, Ill.....	E-7	46, 150	Hiawatha, Kan.....	G-1	987
Grand Falls, Tex.....		1094	Hicksville, O.....	E-12	579, 654
Grand Haven, Mich.....	C-10	758, 790, 802	Highland, Kan.....	G-2	987
Pop. 5,856.			Highland Park, Ill.....	D-9	46, 107, 236
Grand Junction, Ia.....	E-3	848, 917	Hillsboro, Ind.....	G-9	47, 411, 507
Grand Ledge, Mich.....	D-12	758, 802	Hillsboro, O.....	H-12	579, 654
Grand Meadow, Minn.....	B-4	366, 848, 917	Hinsdale, Ill.....	E-9	46, 107, 264
Grand Mound, Ia.....	E-6	848, 917	Hinton, Ia.....	D-1	848, 917
Grand Rapids, Mich.....	C-11	758, 790, 802	Hixton, Wis.....	A-6	366
Pop. 112,571.			Hobart, Ind.....	E-9	47, 411, 507
Grand Rapids, O.....	E-12	579, 654	Holland, Mich.....	D-10	758, 802
Grand Rapids, Wis.....	A-7	366	Pop. 10,490.		
Granite Bluff, Mich.....	BB-8	335	Holmes, Wis.....	B-5	366
Granville, O.....	G-13	655, 1076	Homer, Ill.....	G-9	46, 150
Grass Lake, Mich.....	D-12	758, 802	(Champaign Co.).		
Grawn, Mich.....	A-10	790	Homer, Ill. (Clark Co.)..	II-9	46, 150
Grayling, Mich.....	A-11	790	Homestead, Ia.....	E-5	848, 917
Grays Lake, Ill.....	D-8	107, 264	Homewood, Ill.....	E-9	107, 264
Grayton, Tex.....		1096	Honey Creek, Ia.....	E-1	848, 917
Green Bay, Wis.....	A-8	236, 335, 366	Hoopeston, Ill.....	F-9	46, 47, 411
Pop. 25,236.			Hopewell, O.....	G-14	655
Greencastle, Ind.....	G-9	47, 411, 507	Houston, Pa.....		1070, 1072
Greene, Ia.....	C-4	366, 848, 917	Howard City, Mich.....	C-11	790
Greenfield, Ind.....	G-10	47, 411, 507	Howards Grove, Wis.....	B-9	236, 323
Green Lake, Wis.....	B-8	236, 323, 366	Howe, Neb.....	F-1	987
Greenleaf, Wis.....	B-8	236, 323, 366	Howell, Mich.....	D-12	758, 802
Green Spring, O.....	E-13	579, 654	Hubbard, O.....	E-15	655
Greentown, O.....	F-14	655	Hubbeltton, Wis.....	C-8	236, 323
Greenup, Ill.....	H-8	46, 150	Hudson, Ia.....	D-4	848, 917
Greenville, Ill.....	II-7	46, 150	Hudson, Wis.....	A-4	366
Greenville, Ind.....	J-10	47, 411, 507	Humboldt, Mich.....	DD-8	335
Greenwood, Ill.....	D-8	107, 264	Hume, Ill.....	G-9	46, 150
Greenwood, Ind.....	G-10	47, 411, 507	Huntington, Ind.....	F-11	47, 411, 507
Greenwood, Neb.....	E-1	987	Pop. 10,272.		
Greenwood, Wis.....	B-8	236, 323, 366	Huntington, O.....	F-14	655
Grinnell, Ia.....	E-4	848, 917	Huntsville, O.....	F-13	579, 654
Pop. 5,036.			Huron, Ind.....	H-10	47, 411, 507
Groveland, Ill.....	F-7	46, 150	Huron, Kan.....	G-2	987
			Huron, O.....	E-13	655
			Hutchins, Ia.....	C-3	366, 848, 917

ALWAYS USE THIS INDEX in connection with SECTION INDEX MAPS shown on pages indicated for locating routes to any city or town in this territory.

INDEX TO CITIES AND TOWNS (Continued).

Towns and States	Location on Maps	Page No.
I		
Iatan, Tex.....		1092
Ida, Mich.....D-12		654, 758, 802
Imlay City, Mich.....C-13		758, 802
Independence, Ia.....D-5		848, 917
Indianapolis, Ind.....G-10		47, 411, 507
Pop. 233,650.		
Industry, O.....		1078
Ingalls, Mich.....CC-9		335
Iowa City, Ia.....E-5		848, 917
Pop. 10,091.		
Iowa Falls, Ia.....D-4		848, 917
Iron Mt., Mich.....BB-8		335
Pop. 9,216.		
Irons, Mich.....B-10		790
Irville, O.....		1075
Ishpeming, Mich.....DD-9		335
Pop. 12,448.		
Ithaca, Mich.....C-11		790
Ivanhoe, Ill.....D-8		107, 264
J		
Jackson, Ind.....G-9		46, 150
Jackson, Mich.....D-12		654, 758, 802
Pop. 31,433.		
Jackson, Minn.....C-2		848, 917
Jacksonville, Ill.....G-6		46, 150
Pop. 15,326.		
James, Ia.....D-1		848, 917
Jamestown, Ind.....G-10		47, 411, 507
Jamestown, O.....G-12		579, 654
Janesville, Ia.....D-4		848, 917
Janesville, Wis.....D-8		107, 236, 264
Pop. 13,894.		
Jefferson, Ia.....E-3		848, 917
Jenison, Mich.....D-10		758, 802
Jessup, Ind.....G-9		47, 411, 507
Jesup, Ia.....D-5		848, 917
Jewett, Ill.....H-8		46, 150
Johnsons Creek, Wis.....C-8		236, 264, 366
Joliet, Ill.....E-8		46, 107, 264
Pop. 34,670.		
Jonesboro, Ind.....F-11		47, 411, 507
Jonesville, Mich.....E-11		570, 654, 802
Judson, Ind.....G-9		47, 411, 507
Junction City, Wis.....A-7		236, 323, 366
K		
Kalamazoo, Mich.....D-11		758, 802
Pop. 39,437.		
Kaleva, Mich.....B-10		790
Kankakee, Ill.....F-9		46, 150
Pop. 13,986.		
Kansas City, Kan.....H-2		987
Pop. 82,331.		
Kansas City, Mo.....H-2		987, 1034, 1056
Pop. 248,381.		
Kaukauna, Wis.....B-8		366
Kendall, Wis.....C-6		366, 848, 917
Kendallville, Ind.....E-11		47, 411, 579
Kenosha, Wis.....D-9		107, 236, 264
Pop. 21,371.		
Kensett, Ia.....C-4		366, 848, 917
Kent City, Mich.....C-10		758, 790, 802
Kenton, O.....F-12		579, 654
Pop. 7,185.		
Kewanee, Ill.....E-7		46, 150
Pop. 9,307.		
Kewaunee, Wis.....A-9		236, 323
Keystone, Ind.....F-11		579, 654
Kilbourn, Wis.....C-7		236, 323, 366
Kilbournville, Wis.....D-8		107, 264
Kingsland, O.....F-11		579, 654
Kings Mills, Mich.....C-13		790
Kingston, Mich.....C-13		790
Kirkland, Ind.....G-10		47, 411, 507
Kiron, Ia.....D-2		848, 917
Knapp, Wis.....A-5		366
Knightstown, Ind.....G-11		47, 411, 507
Knox, Ind.....E-10		47, 411, 507
Knoxville, Ill.....F-6		46, 150
Kokomo, Ind.....F-10		47, 411, 507
Pop. 17,010.		
Koshkonong, Wis.....C-8		107, 264
Kossuth, Ind.....H-10		47, 411, 507
Kramer, Ind.....F-9		47, 411, 507
Kremlin, Okla.....		1038, 1052
L		
Lacon, Ill.....F-7		46, 150
La Crescent, Minn.....B-5		366
LaCrosse, Wis.....B-5		366, 848, 917
Pop. 30,417.		
Ladora, Ia.....E-5		848, 917
Lafayette, Ind.....F-9		47, 411, 507

Towns and States	Location on Maps	Page No.
Pop. 20,081.		
La Fayette, O.....G-13		579, 654
Lake Forest, Ill.....D-9		46, 107, 236
Lake Geneva, Wis.....D-8		107, 236, 323
Lakeland, Wis.....A-4		366
Lake Mills, Wis.....C-8		236, 264, 366
Lake Odessa, Mich.....D-11		758, 802
Lake Villa, Ill.....D-8		107, 264
Lakeville, Ind.....E-10		47, 411, 507
Lamoille, Ill.....E-7		46, 150
Lancaster, Kan.....G-2		987
Lancaster, O.....G-13		655
Pop. 13,093.		
Lanesville, Ill.....G-7		46, 150
Lansing, Kan.....H-2		987
Lansing, Mich.....D-12		758, 802
Pop. 31,229.		
Lansing, Minn.....B-4		366
La Motte, Ia.....D-6		848, 917
La Paz, Ind.....E-10		47, 411, 507
Lapeer, Mich.....G-13		758, 790, 802
La Porte, Ind.....E-10		47, 411, 802
Pop. 10,525.		
La Porte, Ia.....D-5		848, 917
La Salle, Ill.....E-7		46, 150
Pop. 11,537.		
Lasca, Tex.....		1097, 1098
La Tuna, N. Mex.....		1099
Lauderdale Lakes, Wis.....D-8		107, 236, 264
Laurens, Ia.....D-2		848, 917
La Valle, Wis.....C-7		366
Lawrence, Ill.....D-8		107, 264
Lawrenceville, Ill.....H-9		46, 47, 411
Lawton, Okla.....		1042, 1047, 1048
Leavenworth, Kan.....H-2		987
Pop. 19,363.		
Lilly, Ill.....F-7		46, 150
Lima, Ind.....E-11		47, 411, 507
Lima, O.....F-12		579, 654
Pop. 30,508.		
Lincoln, Ill.....G-7		46, 150
Pop. 10,892.		
Lincoln, Neb.....F-1		987
Pop. 43,973.		
Litchfield, Ill.....H-7		46, 150
Pop. 5,971.		
Little Sandusky, O.....F-13		579, 654
Little Suamico, Wis.....A-8		236, 335, 366
Livermore, Ia.....D-3		848, 917
Livonia, Ind.....J-10		47, 411, 507
Lobo, Tex.....		1096
Lockport, Ill.....E-8		46, 150
Logan, Ia.....E-1		848, 917
Logan, O.....G-13		655
Logansport, Ind.....F-10		47, 411, 507
Pop. 19,050.		
Lombard, Ill.....E-8		107, 264
Lomira, Wis.....C-8		236, 323, 366
Longwood, Wis.....A-6		366
Loogootee, Ind.....H-9		47, 411, 507
Lorah, Ia.....E-2		848, 917
Lorain, O.....E-14		655
Pop. 28,883.		
Loraine, Tex.....		1091
Lordsburg, N. Mex.....		1101
Louisville, Ky.....J-10		47, 411, 1058
Pop. 223,928.		1062, 1063, 1064
Louisville, Neb.....E-1		987
Louisville, O.....F-14		655, 1086
Lovemont, Kan.....G-2		987
Lowden, Ia.....E-6		848, 917
Loyal, Wis.....A-6		366
Ludington, Mich.....B-10		790
Pop. 9,132.		
Lykens, O.....F-13		579, 654, 655
Lyle, Minn.....C-4		366
Lynn, Ind.....G-11		47, 411, 579
Lyons, O.....E-12		579, 654
M		
Macomb, Ill.....F-6		46, 150
Pop. 5,774.		
Mackinaw, Ill.....F-7		46, 150
Mackinaw City, Mich.....AA-11		790
Madison, Mich.....E-12		758, 802
Madison, O.....H-12		579, 654
(Hamilton Co.).		
Madison, O. (Lake Co.).E-15		655
Madison, Wis.....C-7		236, 323, 366
Pop. 25,531.		
Madrid, Ia.....E-3		848, 917
Mahomet, Ill.....G-8		46, 150
Malta, Ill.....E-8		46, 150
Mammoth, Cave, Ky.....		1064
Manchester, Ia.....D-5		848, 917
Manhattan, Ind.....G-9		47, 411, 507
Mankato, Minn.....B-3		366
Pop. 10,365.		

INDEX TO CITIES AND TOWNS (Continued).

Towns and States	Location on Maps	Page No.
M (Cont.)		
Manistee, Mich.....	B-10	790
Pop. 12,381.		
Manitowoc, Wis.....	B-9	236, 323, 366
Pop. 13,027.		
Manly, Ia.....	C-4	366, 848, 917
Mansfield, Ill.....	G-8	46, 150
Mansfield, O.....	F-13	655
Pop. 20,768.		
Manson, Ia.....	D-3	848, 917
Manton, Mich.....	A-11	790
Maple Park, Ill.....	E-8	107, 264
Maquoketa, Ia.....	E-6	848, 917
Maquon, Ill.....	F-6	46, 150
Marathon, Ia.....	D-2	848, 917
Marathon, Tex.....		1095
Marble Rock, Ia.....	C-4	848, 917
Marcus, Ia.....	D-2	848, 917
Marengo, Ill.....	D-8	46, 107, 236
Marengo, Ia.....	E-5	848, 917
Marfa, Tex.....		1096
Maribel, Wis.....	B-9	236, 323, 366
Marietta, O.....	G-14	655
Pop. 12,923.		
Marinette, Wis.....	AA-9	236, 323, 335
Pop. 14,610.		
Marion, Ind.....	F-13	47, 411, 507
Pop. 19,359.		
Marion, Ia.....	E-5	848, 917
Marion, O.....	F-13	579, 654, 655
Pop. 18,232.		
Marne, Ia.....	E-2	848, 917
Maroa, Ill.....	G-8	46, 150
Marquette, Mich.....	DD-9	335
Pop. 11,503.		
Marsilles, Ill.....	E-8	107, 264
Marshall, Ill.....	H-9	46, 47, 411
Marshall, Mich.....	D-11	579, 758, 802
Marshall, Wis.....	C-7	236, 323, 366
Marshalltown, Ia.....	E-4	848, 917
Pop. 13,374.		
Marshfield, Wis.....	A-7	236, 323, 366
Pop. 5,783.		
Martinsville, Ill.....	H-9	46, 150
Martinsville, Ind.....	H-10	47, 411, 507
Marysville, Kan.....	G-1	987
Marysville, O.....	G-13	579, 654
Mason, Mich.....	D-12	758, 802
Mason, O.....	H-12	579, 654
Mathews, Ind.....	F-11	47, 411, 507
Mayville, Wis.....	C-8	236, 323, 366
Maywood, Ill.....	E-9	46, 150
Pop. 8,033.		
McArthur, O.....	H-13	655
McConnellsville, O.....	G-14	655
McCool, Ind.....	E-9	47, 411, 507
McGregor, Ia.....	C-5	366, 848, 917
McHenry, Ill.....	D-8	46, 236, 264
McLean, Ill.....	F-7	46, 150
McQueens, Ill.....	D-8	107, 236, 264
Mecca, Cal.....		1106
Mechanicsville, Ia.....	E-6	848, 917
Medford, Okla.....		1038, 1052
Medina, Wis.....	B-8	236, 323
Melrose, Wis.....	B-6	366
Memphis, Ind.....	J-10	47, 411, 507
Menasha, Wis.....	B-8	236, 323
Pop. 6,081.		
Mendon, Ill.....	G-6	46, 150
Mendota, Ill.....	E-7	46, 150
Menlo, Ia.....	E-2	848, 917
Menominee, Mich.....	A-9	236, 335, 366
Pop. 10,507.		
Menominee Falls, Wis.....	C-8	236, 323, 366
Mentor, O.....	E-14	655
Mercer, O.....	F-11	579, 654
Meridian, Ill.....	E-7	107, 264
Merrill, Ia.....	D-1	848, 917
Merrillan, Wis.....	A-6	366
Merkel, Tex.....		1091
Mesa, Ariz.....		1103
Metcalf, Ind.....	F-10	47, 411, 507
Metcalf, Ill.....	G-9	46, 150
Mexico, Ind.....	F-10	47, 411, 507
Miami, Ind.....	F-10	47, 411, 507
Miami, O.....	H-12	579, 654

Towns and States	Location on Maps	Page No.
Michelson Mill, Mich.....	A-11	790
Michigamme, Mich.....	DD-8	335
Michigan City, Ind.....	E-9	47, 411, 802
Pop. 19,027.		
Michigantown, Ind.....	G-10	47, 411, 507
Middleburg, O.....	G-12	579, 654
Middleford, Ind.....	F-10	47, 411, 507
Middle Grove, Ill.....	F-7	46, 150
Middletown, Ky.....		1066
Midland, Mich.....	B-12	790
Midland, Tex.....		1092
Millin, O.....	F-14	655
Milan, Ill.....	E-6	46, 150
Milan, Mich.....	D-12	758, 802
Millford, Ia.....	C-2	848, 917
Millford, O.....	H-12	579, 654
Milladore, Wis.....	A-7	366
Millard, Neb.....	E-1	987
Millbrook, Ill.....	E-8	46, 150
Millersburg, Mich.....	AA-12	790
Millport, Ind.....	H-10	47, 411, 507
Milo, Mich.....	A-12	790
Milton, Wis.....	D-8	107, 264
Milwaukee, Wis.....	C-9	236, 264, 366
Pop. 373,857.		
Minden, Ia.....	E-1	848, 917
Mindora, Wis.....	B-6	366
Mincola, Ill.....	D-8	107, 264
Mineral, Ill.....	E-7	46, 150
Mineral Wells, Tex.....		1089
Minneapolis, Minn.....	F-4	366
Pop. 301,408.		
Minooka, Ill.....	E-8	46, 107, 150
Mishawaka, Ind.....	E-10	47, 411, 802
Pop. 11,886.		
Missouri Valley, Ia.....	E-1	848, 917
Mitchell, Ind.....	H-10	47, 411, 507
Mitchellville, Ill.....	E-3	848, 917
Moline, Ill.....	E-6	46, 848, 917
Pop. 24,899.		
Momence, Ill.....	E-9	46, 150
Mona, Ia.....	C-4	848, 917
Monroe, Mich.....	E-13	579, 654, 802
Pop. 6,893.		
Monroeville, O.....	E-13	655
Monteith, Ia.....	E-2	848, 917
Monterey, O.....	H-12	579, 654
Montezuma, Ind.....	G-9	47, 411, 507
Montgomery, Ill.....	E-8	46, 107, 264
Montgomery, Ind.....	H-9	47, 411, 507
Montgomery, O.....	H-12	579, 654
Monticello, Ill.....	G-8	46, 150
Monticello, Ind.....	F-10	47, 411, 507
Montmorenci, Ind.....	F-9	47, 411, 507
Montour, Ia.....	E-4	848, 917
Montrose, Ill.....	H-8	46, 150
Mooreville, Ind.....		1062
Morocco, Ind.....	F-9	47, 411, 507
Morris, Ill.....	E-8	46, 107, 264
Morrison, Ill.....	E-7	46, 236, 323
Morrison, Ia.....	D-4	848, 917
Morristown, Ind.....	G-10	47, 411, 507
Morrow, O.....	H-12	579, 654
Moscow, Ia.....	E-6	848, 917
Moscow, Mich.....	D-12	579, 654, 802
Mossville, Ill.....	E-7	46, 150
Mt. Auburn, Ia.....	D-5	848, 917
Mt. Clemens, Mich.....	D-13	579, 654, 802
Pop. 7,707.		
Mt. Etna, Ind.....	F-10	47, 411, 507
Mt. Morris, Mich.....	C-12	790
Mt. Olive, Ill.....	H-7	46, 150
Mt. Pleasant, Mich.....	B-11	790
Mt. Sterling, Ill.....	G-6	46, 150
Mt. Vernon, Ia.....	E-5	848, 917
Mt. Victory, O.....	F-12	579, 654
Mt. Washington, Ky.....		1063
Mukwonago, Wis.....	D-8	236, 264, 323
Mulberry, Ill.....	H-7	46, 150
Mulberry, Ind.....	G-10	47, 411, 507
Mulliken, Mich.....	D-11	758, 802
Muncie, Ind.....	G-11	47, 411, 507
Pop. 24,005.		
Munising, Mich.....	CC-10	335
Muskegon, Mich.....	C-10	758, 790, 802
Pop. 24,062.		

ALWAYS USE THIS INDEX in connection with SECTION INDEX MAPS shown on pages indicated for locating routes to any city or town in this territory.

INDEX TO CITIES AND TOWNS (Continued).

Towns and States	Location on Maps	Page No.	Towns and States	Location on Maps	Page No.
N					
Nachusa, Ill.....	E-7	46, 150	Oketo, Kan.....	G-1	987
Nadeau, Mich.....	BB-9	335	Oklahoma City, Okla.....		1040, 1050
Naperville, Ill.....	E-8	46, 107, 264	Pop. 64,205.		
Napoleon, O.....	E-12	579, 654	Okoboji, Ia.....	C-2	848, 917
Nashotah, Wis.....	C-8	366	Okolona, O.....	E-12	579, 654
Nashport, O.....		1075	Olathe, Kan.....		1034, 1056
Nashua, Ia.....	C-4	366, 848, 917	Olney, Ill.....	H-8	46, 150
Navarre, O.....	F-14	655	Pop. 5,011.		
Nebraska City, Neb.....	F-1	987	Omaha, Neb.....	E-1	848, 917, 987
Neenah, Wis.....	B-8	236, 323, 366	Pop. 124,096.		
Pop. 5,734.			Onawa, Ia.....	E-1	848, 917
Negaunee, Mich.....	BB-9	335	Oneida, Ill.....	F-6	46, 150
Pop. 8,460.			Oneida, Kan.....	G-1	987
Neillsville, Wis.....	A-6	366	Ontario, Cal.....		1107
Nelsonville, O.....	G-14	655	Ontario, Wis.....	C-6	366, 848, 917
Pop. 6,082.			Ontarioville, Ill.....	E-8	107, 236, 323
Neponset, Ill.....	E-7	46, 150	Orchard Grove, Ind.....	E-9	47, 411, 507
Nevada, Ia.....	E-3	848, 917	Oregon, Ill.....	E-7	46, 236, 323
New Albany, Ind.....	J-10	47, 411, 507	Oregon, Wis.....	C-7	236, 323
Pop. 20,629.			Orland, Ind.....	E-11	47, 411, 579
Newark, Ill.....	E-8	46, 107, 150			802
Newark, O.....	G-13	655	Orlando, Okla.....		1039
Pop. 25,404.			Orleans, Ind.....	H-10	47, 411, 507
New Bedford, Pa.....		1085	Oronoco, Minn.....	B-4	366
New Berlin, O.....	F-14	655	Ortonville, Ia.....	E-3	848, 917
New Brighton, Pa.....		1080	Osceola, Ind.....	E-10	47, 411, 507
New California, O.....	G-13	579, 654	Osage, Ia.....	C-4	366, 848, 917
New Carlisle, Ind.....	E-10	47, 411, 802	Oshkosh, Wis.....	B-8	236, 323, 366
New Castle, Pa.....	F-15	655, 1085	Pop. 33,062.		
New Comerstown, O.....	G-14	655	Ossian, Ind.....	F-11	47, 411, 507
Newell, Ia.....	D-2	848, 917	Osterdock, Ia.....	D-5	848, 917
New Franken, Wis.....	A-9	236, 323	Oswego, Ill.....	E-8	46, 150
New Harrisburg, O.....		1078	Ottawa, Ill.....	E-8	46, 107, 150
New Haven, Ind.....	F-11	579, 654	Pop. 9,535.		
New Holland, Ill.....	G-7	46, 150	Ottawa, Kan.....		1035, 1055
New Lebanon, O.....	G-12	579, 654	Pop. 7,650.		
New Lenox, Ill.....	E-8	107, 264	Ottawa Lake, Mich.....	E-12	579, 654
Newman, Ill.....	G-7	46, 150	Otter Lake, Mich.....	C-13	790
New Market, Ind.....	G-9	47, 411, 507	Otis, Ind.....	E-9	47, 411, 507
New Middletown, O.....	F-15	655	Owatonna, Minn.....	B-4	366
New Munster, Wis.....	D-8	236, 264, 323	Pop. 5,658.		
New Palestine, Ind.....	G-10	47, 411, 507	Owens, Ia.....	D-1	848, 917
New Philadelphia, O.....	F-14	655	Owosso, Mich.....	C-12	758, 790, 802
Pop. 8,542.			Pop. 9,639.		
Newport, Ind.....	G-9	46, 47, 411	Oxford, Ind.....	F-9	47, 411, 507
New Richmond, Ind.....	G-9	47, 411, 507	Oxford, Ia.....	E-5	848, 917
Newton, Ia.....	E-4	848, 917	P		
Newton, Wis.....	B-9	236, 323	Painesville, O.....	E-14	655
New Trenton, Ind.....	H-11	47, 411, 507	Pop. 5,501.		
New Windsor, Ill.....	E-6	46, 150	Palm Spring, Cal.....		1107
Niles, Ill.....	E-9	107, 264	Palmyra, Ind.....	J-10	47, 411, 507
Niles, Mich.....	E-10	47, 411, 802	Palo Pinto, Tex.....		1089
Pop. 5,156.			Paoli, Ind.....		47, 411, 507
Noble, Ill.....	H-8	46, 150	Parkersburg, Ia.....	D-4	848, 917
Noblesville, Ind.....	G-10	47, 411, 507	Parkersburg, W. Va.....	H-14	655
Pop. 5,073.			Pop. 17,842.		
Nora Springs, Ia.....	C-4	366, 848, 917	Parkman, O.....	E-15	655
Normantown, Ill.....	E-8	107, 264	Parma, Mich.....	D-12	758, 802
North Baltimore, O.....	E-12	579, 654	Pataskala, O.....	G-13	655
North Chicago, Ill.....	D-9	107, 236, 323	Paw Paw, Mich.....	D-12	758, 802
Northfield, Minn.....	A-4	366	Paxton, Ill.....	F-8	46, 150
North Ridgeville, O.....	E-14	655	Paxton, Ind.....	H-9	47, 411, 507
North Springfield, O.....	F-14	655	Paynesville, Wis.....	C-8	107, 264
Northwood, Ia.....	C-4	366, 848, 917	Peabody, Kan.....		1037, 1053
Northwood, O.....	F-12	579, 654	Pellston, Mich.....	AA-11	790
Norton, O.....	F-13	579, 654, 655	Pemberville, O.....	E-12	579, 654
Norwalk, O.....	E-13	655	Pendleton, Ind.....	G-10	47, 411, 507
Pop. 7,858.			Pennville, Ind.....	F-11	47, 411, 579
Norway, Ill.....	E-8	107, 264	Pentwater, Mich.....	B-10	790
Norway, Mich.....	BB-8	335	Peoria, Ill.....	F-7	46, 150
Norwich, O.....	G-14	655	Pop. 66,950.		
Norwood, Mich.....	AA-11	790	Perrysburg, Ind.....	F-10	47, 411, 507
O			Perrysburg, O.....	E-12	579, 654
Oaktown, Ind.....	H-9	46, 47, 411	Perrysville, Ind.....	G-9	46, 47, 411
Oberlin, O.....	E-13	655	Peru, Ind.....	F-10	47, 411, 507
Oceola, O.....	F-13	579, 654	Pop. 10,910.		
Oconomowoc, Wis.....	C-8	236, 264, 366	Peshigo, Wis.....	A-9	236, 335, 366
Oconto, Wis.....	A-9	236, 335, 366	Petersburg, O.....		1083
Pop. 5,629.			Petoskey, Mich.....	AA-11	790
Odebolt, Ia.....	D-2	848, 917	Petroleum, Ind.....	F-11	47, 411, 654
Odell, Ill.....	F-8	46, 150	Pewaukee, Wis.....	C-8	107, 236, 264
Oden, Mich.....	AA-11	790	Peytona, Ky.....		1064, 1066
Odessa, Tex.....		1093	Philo, O.....	G-14	655
Ogden, Ia.....	E-3	848, 017	Phoenix, Ariz.....		1104
			Pickerell, Neb.....	F-1	987
			Picketts, Wis.....	B-8	236, 323

ALWAYS USE THIS INDEX in connection with SECTION INDEX MAPS shown on pages indicated for locating routes to any city or town in this territory.

INDEX TO CITIES AND TOWNS (Continued).

Towns and States	Location on Maps	Page No.
P (Cont.)		
Pine Island, Minn.....	B-4	366
Piqua, O. (Pop. 13,388).....	G-12	579, 654
Pisgah, O.....	II-12	579, 654
Pittsboro, Ind.....	G-10	47, 411, 507
Pittsburgh, Pa.....	F-16	1070, 1082
		1086
Plainfield, Ill.....	E-8	46, 107, 264
Plainfield, Ind.....	G-10	47, 411, 507
Plainwell, Mich.....	D-11	758, 802
Plano, Ill.....	E-8	46, 150
Pleasant View, Kan.....		1034
Plymouth, Ind.....	E-10	47, 411, 507
Plymouth, Kan.....		1054
Plymouth, Wis.....	B-9	236, 323, 366
Pocahontas, Ill.....	H-7	46, 150
Pocassett, Okla.....		1041, 1049
Poland, O.....		1083
Polk City, Ia.....	E-3	848, 917
Pomeroy, Ia.....	D-2	848, 917
Pomona, Cal.....		1197
Pond Creek Sta., Okla.....		1038
Pontiac, Ill.....	F-8	46, 150
Pop. 6,090.		
Pontiac, Mich.....	D-13	758, 802
Pop. 14,532.		
Port Huron, Mich.....	D-13	758, 802
Pop. 18,863.		
Portland, Wis.....	B-6	366
Portsmouth, O.....	II-13	579, 654, 655
Pop. 23,481.		
Port Washington, Wis.....	C-9	236, 323, 366
Powers, Mich.....	BB-9	335
Prairie du Chien, Wis.....	C-5	366, 848, 917
Prairie du Sas, Wis.....	C-7	236, 323, 366
Princeton, Ill.....	E-7	46, 150
Princeton, Ind.....	J-9	46, 47, 411
Pop. 6,448.		
Princeton, Ia.....	E-6	848, 917
Princeton, Neb.....	F-1	987
Proviso, Ill.....	E-9	107, 264
Pulaski, Mich.....	D-12	579, 654
Pulaski, Pa.....	E-15	655
Putnam, Ill.....	E-7	46, 150
Q		
Quincy, Ill.....	G-6	46, 150
Pop. 36,587.		
Quincy, Mich.....	E-11	758, 802
Quartzsite, Ariz.....		1105
R		
Racine, Minn.....	B-4	366, 848, 917
Racine, Wis.....	D-9	236, 264, 323
Pop. 38,002.		
Rainsboro, O.....	H-13	579, 654
Ralston, Ia.....	D-2	848, 917
Randall, O.....		1084
Randville, Mich.....	CC-8	335
Rankin, Ill.....	F-9	46, 150
Ranfoul, Ill.....	G-8	46, 150
Rapid River, Mich.....	DD-9	335
Ravenna, O.....	E-14	655
Pop. 5,310.		
Redfield, Ia.....	E-3	848, 917
Red Key, Ind.....	F-11	47, 411, 579
Redlands, Cal.....		1107
Red Rock, Ariz.....		1103
Reedsburg, Wis.....	C-7	366
Reed City, Mich.....	B-11	790
Reelsville, Ind.....	G-9	47, 411, 507
Reinbeck, Ia.....	D-4	848, 917
Reinbrand, Ia.....	D-2	848, 917
Remington, Ind.....	F-9	47, 411, 507
Remsen, Ia.....	D-1	848, 917
Rendville, O.....	G-14	655
Renfrow, Okla.....		1038, 1052
Rensselaer, Ind.....	F-9	47, 411, 507
Republic, Mich.....	CC-8	335
Reynolds, Ind.....	F-9	47, 411, 507
Richfield, Wis.....	C-8	236, 323, 366
Richmond, Ill.....	D-8	107, 264
Richmond, Ind.....	G-11	47, 411, 579
Pop. 22,324.		
Richmond, O.....	F-15	655
Ridgefield, Ill.....	D-8	46, 107, 236
Ridgeville, Ind.....	G-11	579, 654
Ridgeville, O.....	G-12	579, 654

Towns and States	Location on Maps	Page No.
Ridgeway, Minn.....	B-5	366
Ringgold, Tex.....		1043, 1046
Rio Creek, Wis.....	A-9	236, 323
Riota, O.....	G-12	579, 654
Ripon, Wis.....	B-8	236, 323, 366
Riverdale, Ill.....	E-9	47, 411, 507
Riverside, Ill.....	E-9	46, 150
River Sioux, Ia.....	E-9	848, 917
Riverton, Ill.....	G-7	46, 150
Rob Roy, Ind.....	G-9	47, 411, 507
Rochelle, Ill.....	E-8	46, 107, 236
Rochester, Ind.....	F-10	47, 411, 507
Rochester, Minn.....	B-4	366
Pop. 7,844.		
Rockbridge, O.....	G-13	655
Rockford, Ill.....	D-7	46, 107, 236
Pop. 45,401.		
Rockford, Ia.....	C-4	366, 848, 917
Rockford, Mich.....	C-11	790
Rock Island, Ill.....	E-6	46, 848, 917
Pop. 24,335.		
Rockville, Ind.....	G-9	47, 411, 507
Rockwell, Ia.....	C-4	366, 848, 917
Rolling Prairie, Ind.....	E-10	47, 411, 802
Rome, Ill.....	F-7	46, 150
Romney, Ind.....	G-9	47, 411, 507
Roscoe, Ill.....	D-7	107, 236, 323
Roscoe, Tex.....		1044
Roscommon, Mich.....	A-11	790
Rosedale, Kan.....		1034
Rosston, Ind.....	G-10	47, 411, 507
Round Grove, Ill.....	E-7	46, 150
Round Head, O.....	F-12	579, 654
Royal Center, Ind.....	F-10	47, 411, 507
Rubens, Ia.....	D-2	848, 917
Rudd, Ia.....	C-4	366, 848, 917
Rushville, Ill.....	G-6	46, 150
Rushville, Ind.....	G-11	47, 411, 507
Rushville, Mo.....	G-2	987
Rushville, O.....	G-13	655
Ruthven, Ia.....	C-2	848, 917
Ryan, Okla.....		1046
S		
St. Ansgar, Ia.....	C-4	366, 848, 917
St. Charles, Ill.....	E-8	46, 107, 236
St. Charles, Mich.....	C-12	790
St. Charles, Minn.....	B-5	366
St. Clairsville, O.....	G-15	655
St. Elmo, Ill.....	H-8	46, 150
St. John, Ind.....	E-9	46, 47, 411
St. Joseph, Mich.....	D-9	758, 802
Pop. 5,936.		
St. Joseph, Mo.....	G-2	987
St. Joseph, Wis.....	C-6	366, 848, 917
St. Louis, Mo.....	H-6	46, 150
Pop. 687,029.		
St. Mathews, Ky.....	J-11	1064
St. Paul, Minn.....	A-4	366
Pop. 214,744.		
Sabetha, Kan.....	G-1	987
Sabina, O.....	G-12	579, 654
Saginaw, Mich.....	C-12	758, 790, 802
Pop. 50,510.		
Saginaw, Tex.....		1044, 1045
Sagola, Mich.....	CC-8	335
Salem, Ill.....	H-8	46, 150
Salem, Ind.....	J-10	47, 411, 507
Salem, O. (Pop. 8,943).....	F-15	655
Salem, Wis.....	D-8	107, 264
Saline, Mich.....	D-12	579, 654, 802
Salix, Ia.....	D-1	848, 917
Salome, Ariz.....		1105
Sand Lake, Mich.....	C-11	790
Sandoval, Ill.....	J-7	46, 150
Sandusky, O.....	E-13	579, 654, 655
Pop. 19,989.		
Sandwich, Ill.....	E-8	107, 264
San Miguel, N. Mex.....		1099
San Simon, Ariz.....		1101
Saratoga, Minn.....	B-5	366
Saugatuck, Mich.....	D-10	758, 802
Sauk City, Wis.....	C-7	236, 323, 366
Saylesville, Wis.....	C-8	107, 264
Schaller, Ia.....	D-2	848, 917
Schleisingerville, Wis.....	C-8	236, 323, 366
Scottsburg, Ind.....	H-10	47, 411, 507
Scottville, Mich.....	B-10	790

ALWAYS USE THIS INDEX in connection with SECTION INDEX MAPS shown on pages indicated for locating routes to any city or town in this territory.



The Warner Auto-Meter—The Speed and Distance Indicator used in surveying the routes in this book

THE WARNER AUTO-METER is generally known as "The Aristocrat of Speed Indicators." Its supreme accuracy, marvelous durability and extreme refinement in construction and finish has put it in a class entirely by itself. In every detail it is a true *Instrument*, equal in quality to a Jeweler's or Ship's Chronometer.

Its supremacy is so universally recognized that it is used on at least 90% of all quality automobiles owned in the United States today.

*The Warner is the invariable choice
of all who can afford its purchase.*

WARNER INSTRUMENT CO., Beloit, Wis.

BRANCHES

ATLANTA, 116 Edgewood Ave.
BOSTON, 925 Boylston St.
BUFFALO, 720 Main St.
CHICAGO, 2420 Michigan Ave.
CINCINNATI, 807 Main St.
CLEVELAND, 2062 Euclid Ave.
DENVER, 1518 Broadway.
DETROIT, 80 Woodward Ave.
INDIANAPOLIS, 331 N. Illinois St.

KANSAS CITY, 1613 Grand Ave.
LOS ANGELES, 748 S. Olive St.
NEW YORK, 1902 Broadway.
PHILADELPHIA, 302 N. Broad St.
PITTSBURG, 5940 Kirkwood St.
PORTLAND, ORE., 14 N. Seventh St.
SAN FRANCISCO, 36-38 Van Ness Ave.
SEATTLE, 611 E. Pike St.
ST. LOUIS, 3923 Olive St.

The Kamlee Auto Trunk

Not only a convenience, but an actual necessity to every motorist who takes long trips. Equally as desirable for city use.

Handsome in appearance, wonderfully durable, and far more convenient than any other auto trunk ever designed.

Specially built to conform to the shape of the tonneau of any make or type of car. The Kamlee Standard Auto Trunk has a patent drop front which opens outward from the car, as in illustration above, enabling you to get at the contents at any time without taking the trunk from your machine. Equipped with two, three, or more standard sized suit-cases, so that each member of a touring party can have a case to keep his individual effects in.

The only auto trunk made by practical trunk makers who are motorists and know what motorists need.



The above is shown on the front of every Kamlee trunk—if you don't see that trade-mark it is not a "Kamlee." We are the only manufacturers of Kamlee Auto Trunks.

No. 1010—A NEW MODEL AT A LOWER PRICE

Made to meet the urgent demand of those who want a Kamlee at lower cost. While it has not the patent drop front like the Kamlee Standard, it is in every sense practical and sure to give great

satisfaction, cost considered. All are fully guaranteed as to material and workmanship.

26-in. size, only \$11.50;
28-in., \$13.25; 30-in., \$15.00.

SENT ON APPROVAL

Write for descriptive literature and further information.

**The Kamlee Co.
Milwaukee, Wis.**



INDEX TO CITIES AND TOWNS (Continued).

Towns and States	Location on Maps	Page No.	Towns and States	Location on Maps	Page No.
S (Cont.)					
Scranton, Ia.....	E-3	848, 917	Stoughton, Wis.....	C-7	236, 323
Seatonville, Ill.....	E-7	46, 150	Strasburg, O.....	F-14	655
Sellersburg, Ind.....	J-10	47, 411, 507	Streator, Ill.....	F-8	46, 150
Seneca, Kan.....	G-1	987	Pop. 14,253.		
Separ, N. Mex.....		1100	Streetsboro, O.....		1081
Seven Mile, O.....	G-12	579, 654	Stubblefield, Ill.....	H-7	46, 150
Sewickley, Pa.....		1079	Sturgeon Bay, Wis.....	A-9	236, 323
Seymour, Ind.....	H-10	47, 411, 507	Sturgis, Mich.....	E-11	758, 802
Pop. 6,305.			Sullivan, Ind.....	H-9	46, 47, 411
Sharon, O.....	H-12	579, 654	Sullivan, O.....	F-14	655
Shattuck, Ill.....	J-7	46, 150	Sulphur Springs, Ia.....	D-2	848, 917
Shawnee, Kan.....		1034	Summerford, O.....	G-12	579, 654
Sheboygan, Wis.....	B-9	236, 323, 366	Summittville, Ind.....	H-10	47, 411, 507
Pop. 26,398.			Sun Prairie, Wis.....	C-7	236, 323, 366
Sheboygan Falls, Wis....	B-9	236, 323, 366	Sunset, Tex.....		1044, 1046
Sheffield, Ill.....	E-7	46, 150	Swanton, O.....	E-12	579, 654
Sheffield, Ia.....	D-4	848, 917	Swazee, Ind.....	H-10	47, 411, 507
Shelby, Ind.....	E-9	47, 411, 507	Sweet Water, Tex.....		1091
Shelby, Mich.....	B-10	790	Sycamore, Ind.....	F-10	47, 411, 507
Shelbyville, Ky.....	J-11	1064, 1066	Sylvania, O.....	E-12	579, 654, 802
Sheldon, Ind.....	F-11	579, 654	Sylvania, Wis.....	D-8	107, 264
Shellsburg, Ia.....	D-5	848, 917	T		
Sherburn, Minn.....	C-2	848, 917	Talbot, Ind.....	F-9	46, 47, 411
Sheridan, Wis.....	B-7	236, 323, 366	Tama, Ia.....	E-4	848, 917
Sherman, Ill.....	G-7	46, 150	Tawas City, Mich.....	B-12	790
Sherman, Mich.....	A-10	790	Taylorville, Ind.....	H-10	47, 411, 507
Sherry, Wis.....	A-7	236, 323	Tecumseh, Mich.....	E-12	579, 654, 802
Sherwood, Wis.....	B-8	236, 323, 366	Tempe, Ariz.....		1103
Shiloh, Ill.....	J-7	46, 150	Temple, Okla.....		1043, 1047
Shirley, Ill.....	F-7	46, 150	Terral, Okla.....		1043, 1046
Shoals, Ind.....	H-9	47, 411, 507	Terre Haute, Ind.....	H-9	46, 47, 411
Sidney, O. (Pop. 6,607).	G-12	579, 654	Pop. 58,157.		
Sierra Planca, Tex.....		1096, 1098	Thayer, Ind.....	E-9	47, 411, 507
Sioux City, Ia.....	D-1	848, 917	Theresa, Wis.....	C-8	236, 323, 366
Pop. 47,828.			Thermal, Cal.....		1106
Sioux Rapids, Ia.....	D-2	848, 917	Thorpe, Wis.....	A-6	366
Sloan, Ia.....	D-1	848, 917	Three Rivers, Mich.....	E-10	758, 802
Somerset, Mich.....	D-12	579, 654	Tiffin, Ia.....	E-5	848, 917
Somerset, O.....	G-14	579, 654, 655	Tiffin, O. (Pop. 11,894).	F-13	579, 654
Somerset Center, Mich..	D-12	758, 802	Tipton, Ind.....	G-10	47, 411, 507
Somerville, O.....	G-12	579, 654	Toledo, O.....	E-12	579, 654, 802
Somonouk, Ill.....	E-8	46, 107, 264	Pop. 168,497.		
South Amana, Ia.....	E-5	848, 917	Torbert, Tex.....		1091
South Bend, Ind.....	E-10	47, 411, 802	Traverse City, Mich....	A-11	790
Pop. 53,684.			Pop. 12,115.		
South Bloomfield, O....	G-13	579, 654, 655	Trenary, Mich.....	CC-10	335
South Chicago, Ill.....	E-9	46, 47, 411	Trent, Tex.....		1091
South Haven, Kan.....		1038, 1052	Trenton, Ill.....	H-7	46, 150
South Haven, Mich.....	D-9	758, 802	Trenton, Mich.....	D-13	579, 654
Southington, O.....	E-15	655	Trimble, O.....	G-14	655
South Milwaukee, Wis....	C-9	236, 264, 323	Troy, Ill.....	H-7	46, 150
Pop. 6,092.			Troy, Kan.....	G-2	987
Southport, Ind.....	G-10	47, 411, 507	Troy, O. (Pop. 6,122)...	G-12	579, 654
Spalding, Mich.....	BB-9	335	Troy, Wis.....	D-8	107, 264
Spencer, Ia.....	C-12	848, 917	Truesdale, Ia.....	D-2	848, 917
Spencer, O.....	F-2	579, 654	Truesdale, Wis.....	D-8	107, 264
Spencer, Wis.....	A-6	366	Tucson, Ariz.....		1102
Spirit Lake, Ia.....	C-2	848, 917	Tunis, N. Mex.....		1102
Spokeville, Wis.....	A-6	366	Tuscarawas, O.....	F-14	655
Springfield, Ill.....	G-7	46, 150	Tustin, Mich.....	B-11	790
Pop. 51,678.			Twinsburg, O.....	E-14	655
Springfield, Neb.....	E-1	987	Two Rivers, Wis.....	B-9	236, 323
Springfield, O.....	G-12	579, 654	U		
Pop. 46,921.			Ulao, Wis.....	C-9	366
Springfield, Wis.....	D-8	107, 236, 323	Underwood, Ind.....		1059
Spring Valley, Ill.....	E-7	46, 150	Underwood, Ia.....	E-1	848, 917
Pop. 7,035.			Union, Ia.....	D-4	848, 917
Spurland, Ill.....	F-7	46, 150	Union Grove, Ill.....	E-7	46, 150
Stampers, Ind.....	J-10	47, 411, 507	Uniontown, Ind.....		1060
Stanley, Wis.....	A-6	366	Unity, O.....	F-15	655
Stanton, Tex.....		1092	Unity, Wis.....	A-6	366
Stanwood, Mich.....	C-11	790	Upper Sandusky, O....	F-13	579, 654
Star City, Ind.....	F-10	47, 411, 507	Urbana, O. (Pop. 7,739).	G-12	579, 654
State Center, Ia.....	E-4	848, 917	Utica, Minn.....	B-5	366
Staunton, Ill.....	H-7	46, 150	V		
Pop. 5,048.			Vail, Ariz.....		1102
Stephenson, Mich.....	BB-9	335	Vail, Ia.....	E-2	848, 917
Sterling, Ill.....	E-7	46, 236, 323	Valentine, Tex.....		1096
Pop. 7,467.			Vallonia, Ind.....	H-10	47, 411, 507
Steubenville, O.....	F-15	655	Valparaiso, Ind.....	E-9	47, 411, 507
Pop. 22,391.			Pop. 6,987.		
Stevens Point, Wis.....	A-7	236, 323, 366	Vanar, Ariz.....		1101
Pop. 8,692.			Van Buren, O.....	F-12	579, 654
Stockbridge, Wis.....	B-8	236, 323, 366	Vandalia, Ill.....	H-7	46, 150
Stockton, Minn.....	B-5	366			
Stoneburg, Tex.....		1043, 1046			
Storm Lake, Ia.....	D-2	848, 917			

ALWAYS USE THIS INDEX in connection with SECTION INDEX MAPS shown on pages indicated for locating routes to any city or town in this territory.

INDEX TO CITY AND TOWN STREET MAPS (Continued).

Towns and States	Location on Maps	Page No.
V (Cont.)		
Vandalia, O.....	G-12	589, 654
Van Dyne, Wis.....	B-8	236, 323
Van Wert, O.....	F-12	579, 654
Pop. 7,157.		
Varna, Ill.....	F-7	46, 150
Vassar, Mich.....	C-12	47, 411, 507
Veedersburg, Ind.....	G-9	1041, 1049
Verden, Okla.....		655
Vermillion, O.....	E-13	46, 150
Vevay Park, Ill.....	H-8	848, 917
Victor, Ia.....	E-4	47, 411, 507
Vienna, Ind.....	II-10	579, 654
Vienna, O.....	G-12	46, 150
Villa Grove, Ill.....	G-8	46, 47, 411
Vincennes, Ind.....	H-9	848, 917
Pop. 14,895.		
Vinton, Ia.....	D-5	47, 411, 507
Virgie, Ind.....	E-9	46, 150
Virginia, Ill.....	C-6	366, 848, 917
Viroqua, Wis.....	C-6	758, 802
Vreeland, Mich.....	D-10	

W		
Wabash, Ind.....	F-10	47, 411, 507
Pop. 8,687.		
Wadham, Ill.....	D-7	236, 323
Waggoner, Ill.....	H-7	46, 150
Wakeman, O.....	E-13	655
Walcott, Ia.....	E-6	848, 917
Wallace, Mich.....	AA-9	335
Walnut, Ia.....	E-2	848, 917
Walter, Okla.....		1042
Walworth, Wis.....	D-8	236, 264, 323
Wampum, Pa.....		1085
Wapakoneta, O.....	F-12	579, 654
Pop. 5,349.		
Warren, Ill.....	D-7	236, 323
Warren, O.....	E-15	655
Pop. 11,081.		
Warsaw, Ind.....	E-10	47, 411, 507
Waseca, Minn.....	B-3	366
Washburn, Ia.....	D-4	848, 917
Washington, Ind.....	H-9	47, 411, 507
Pop. 7,854.		

Towns and States	Location on Maps	Page No.
Washington, O.....	F-15	655
Washington, Pa.....		1069, 1072
Washington Court House, O.		
Pop. 7,277.	G-13	579, 654
Wastedo, Minn.....	A-4	366
Wataga, Ill.....	F-6	46, 150
Waterford, Wis.....	D-8	107, 264
Waterloo, Ind.....	E-11	47, 411, 654
Waterloo, Ia.....	D-5	848, 917
Pop. 26,693.		
Waterloo, Wis.....	C-8	107, 264, 366
Watertown, Wis.....	C-8	264, 323, 366
Pop. 8,829.		
Watervliet, Mich.....	D-10	758, 802
Wathena, Kan.....	G-2	987
Waupaca, Wis.....	B-7	236, 323, 366
Waucedah, Mich.....	BB-9	335
Wauconda, Ill.....	D-8	107, 264
Waukeee, Ia.....	E-3	848, 917
Waukegan, Ill.....	D-9	46, 107, 236
Pop. 16,069.		
Waukesha, Wis.....	C-8	236, 264, 366
Pop. 8,740.		
Waupun, Wis.....	C-8	236, 323, 366
Waurika, Okla.....		1043, 1047
Wauseon, O.....	E-12	579, 654
Waverly, Ind.....	G-10	47, 411, 507
Waverly, Ia.....	D-4	848, 917
Waverly, Kan.....		1055
Waverly, Neb.....	F-1	987
Waverly, O.....	H-13	579, 654, 655
Wawaka, Ind.....	E-11	47, 411, 507
Wayland, Mich.....	D-11	758, 802
Wayne, Ind.....	G-9	47, 411, 507
Wayne, Mich.....	D-13	579, 654
Weatherford, Tex.....		1088
Webster City, Ia.....	D-3	848, 917
Pop. 5,208.		
Weeping Water, Neb....	F-1	987
Wellington, Kan.....		1038, 1052
Pop. 7,034.		
Wellington, O.....	E-14	655
Wellsville, Kan.....		1035
Welton, Ia.....	E-6	848, 917
Wendell, Tex.....		1096
Wenona, Ill.....	F-8	46, 150

Studebaker

**GASOLINE CARS, ELECTRIC PLEASURE VEHICLES,
ELECTRIC POWER WAGONS**

Studebaker Automobile Co.

Factory and General Offices

SOUTH BEND, IND.

Adv. No. 1422



Start Your Car from the Seat

Just Pull the Lever, That's All

The Star Starter can be attached to any model of automobile and is guaranteed to eliminate every possibility of danger from the back-firing of the engine.

Prices \$75.—\$100., according to horsepower of engine.

Star Safety Cranks make cranking the car harmless.

Price \$30.

STAR STARTER CO.

General Offices: 170 Broadway, N.Y.C.

INDEX TO CITIES AND TOWNS (Continued).

Towns and States	on Maps Location	Page No.	Towns and States	on Maps Location	Page No.
W (Cont.)					
Wesley, Ia.....	C-3	366, 848, 917	Winnebago, Minn.....	B-3	366
West Alexander, Pa.....		1069, 1072	Winnetka, Ill.....	D-9	107, 264
West Baden, Ind.....	J-10	47, 411, 507	Winona, Minn.....	B-5	366
West Branch, Mich.....	B-12	790	Pop. 18,583.		
Westbrook, Tex.....		1091	Wiota, Ia.....	E-2	848, 917
West Chicago, Ill.....	E-8	46, 107, 264	Witbeck, Mich.....	CC-8	335
Westcott, Minn.....	A-4	366	Wichita, Kan.....		1037, 1053
Westfield, Ind.....	G-10	47, 411, 507	Pop. 52,450.		
West Jefferson, O.....	G-13	579, 654	Witch Lake, Mich.....	CC-8	335
West Lafayette, O.....	G-14	655	Withee, Wis.....	A-6	366
West Liberty, Ia.....	E-6	848, 917	Witoka, Minn.....	B-5	366
West Liberty, O.....	G-12	579, 654	Wolcott, Ind.....	F-9	47, 411, 507
Westminster, O.....	F-12	579, 654	Wolf Lake, Ind.....	E-11	47, 411, 507
West Side, Ia.....	D-2	848, 917	Wonewoc, Wis.....	C-6	366
Westville, Ind.....	E-9	47, 411, 507	Woodbine, Ia.....	E-2	848, 917
Westwood, Minn.....	A-4	366	Woodbury, Ill.....	H-8	46, 150
Weyauwega, Wis.....	B-8	236, 323, 366	Woodland, Wis.....	C-8	236, 323, 366
Wheatland, Ia.....	E-5	848, 917	Woodstock, Ill.....	D-8	107, 236, 323
Wheeling, Ill.....	E-8	107, 264	Woodville, O.....	E-13	579, 654
Wheeling, W. Va.....	G-15	655, 1068	Wooster, O.....	F-14	655
Pop. 41,641.		1073, 1076	Pop. 6,136.		
White Cloud, Mich.....	C-10	790	Worden, Ill.....	H-7	46, 150
White Cottage, O.....	G-14	655	Worthington, O.....	G-13	579, 654, 655
Whitefish Bay, Wis.....	C-9	107, 236, 323	Wrightstown, Wis.....	B-9	236, 323, 366
Whitehall, Mich.....	C-10	790	Wyandotte, Mich.....	D-13	579, 654, 802
Whitehall, Wis.....	B-5	366	Pop. 8,287.		
Whiteland, Ind.....	G-10	47, 411, 507	Wyandotte, Mich.....	D-13	579, 654, 802
Whitesville, Ind.....	G-9	47, 411, 507	Pop. 8,287.		
Whitewater, Cal.....		1197	Wyandotte, Mich.....	D-13	579, 654, 802
Whitewater, Wis.....	C-8	107, 236, 264	Wyandotte, Mich.....	D-13	579, 654, 802
Whiting, Ia.....	D-1	848, 917	Pop. 8,287.		
Wilcox, Ariz.....		1101	Wyandotte, Mich.....	D-13	579, 654, 802
Wileys Well, Cal.....		1106	Pop. 8,287.		
Wilkie, Ia.....	D-3	848, 917	Wyandotte, Mich.....	D-13	579, 654, 802
Willa, N. Mex.....		1100	Pop. 8,287.		
Williams, Ia.....	D-3	848, 917	Wyandotte, Mich.....	D-13	579, 654, 802
Williamston, Mich.....	D-12	758, 802	Pop. 8,287.		
Williamstown, Ky.....	H-12	579, 654	Wyandotte, Mich.....	D-13	579, 654, 802
Willoughby, O.....	E-14	655	Pop. 8,287.		
Wilmette, Ill.....	E-9	107, 236, 264	Wyandotte, Mich.....	D-13	579, 654, 802
Wilmington, O.....	H-12	579, 654	Pop. 8,287.		
Wilmot, Ariz.....		1102	Wyandotte, Mich.....	D-13	579, 654, 802
Wilton, Ia.....	E-6	848, 917	Pop. 8,287.		
Wilson, Wis.....	A-5	366	Wyandotte, Mich.....	D-13	579, 654, 802
Winamac, Ind.....	F-10	47, 411, 507	Pop. 8,287.		
Winchester, Ind.....	G-11	47, 411, 654	Wyandotte, Mich.....	D-13	579, 654, 802

THE PILOT ROAD MAPS

Of New England and Hudson River Districts



Series of Maps Consisting
of 103 Sectional Plates

A radical departure from the old-fashioned folded sheets which have been found so awkward to handle in a swiftly moving automobile. Bound in book form, size 9½x9¾, with fine black flexible leather cover, printed on tough bond paper.

A marvel of compactness, durability and easy accessibility. They show Automobile Routes, Good Roads, Poor or Unreported Roads, Trolley Lines, Grades, Railroad Crossings, (grade, sub grade and overhead), Churches, Schoolhouses, Cemeteries and important landmarks—Covering local Sections in detail beyond the limitations of THE AUTOMOBILE BLUE BOOK.

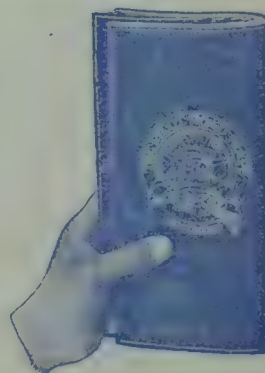
Price, \$5.00

Transparent Celluloid Holder,

bound in leather, for protecting the maps from wind and rain—a great convenience to the tourist.

Price, \$1.50

For Sale at all Supply Houses,
Garages and Leading News Stands



Published by

The Automobile Blue Book Publishing Co.,

1200 Michigan Ave., Chicago

239 West 39th St., New York City

ALPHABETICAL LIST OF ROUTES

Between Route Terminals and Important Cities Only. For other cities and towns, see Index, pages 7 to 24.

Towns.	Route Number.	Map Page.	Towns.	Route Number.	Map Page.
Akron, Ohio—			Pittsburg, Pa.....	374	655
Canton, Ohio.....	386	655	Steubenville, Ohio.....	375	655
Cleveland, Ohio.....	371	655	Wheeling, W. Va.....	375	655
Elyria, Ohio.....	372	655	Zanesville, Ohio.....	378	655
Albert Lea, Minn.—			Cedar Rapids, Iowa—		
Austin, Minn.....	597	366	Ames, Iowa.....	536	848
Blue Earth, Minn.....	189	366	Boone, Iowa.....	536	848
Minneapolis, Minn.....	564	366	Clinton, Iowa.....	531	848
Owatonna, Minn.....	564	366	Davenport, Iowa.....	533	848
St. Paul, Minn.....	564	366	Marshalltown, Iowa.....	536	848
Spirit Lake, Iowa.....	189	366	Omaha, Neb.....	536	848
Ames, Iowa—			Waterloo, Iowa.....	537	848
Cedar Rapids, Iowa.....	611	848	Champaign, Ill.—		
Des Moines, Iowa.....	536b	848	Bloomington, Ill.....	86	46
Omaha, Neb.....	536	848	Chicago, Ill.....	90	46
Anderson, Ind.—			Danville, Ill.....	87a,	46
Fort Wayne, Ind.....	226	47	Decatur, Ill.....	85r	46
Indianapolis, Ind.....	291	47	Lafayette, Ind.....	89	46
Marion, Ind.....	226	47	Springfield, Ill.....	85r	46
Muncie, Ind.....	227	47	Terre Haute, Ind.....	87	46
Tipton, Ind.....	226a	47	Charlevoix, Mich.—		
Appleton, Wis.—			Petoskey, Mich.....	431	790
Green Bay, Wis.....	147	366	Traverse City, Mich.....	435	790
Oshkosh, Wis.....	164	366	Chicago, Ill.—		
Stevens Point, Wis.....	165	366	Aurora, Ill.....	20	107
Ashtabula, Ohio—			Bloomington, Ill.....	18	46
Cleveland, Ohio.....	382a	655	Champaign, Ill.....	16	46
Erie, Pa.....	381	655	Clinton, Iowa.....	25	46
Atchison, Kan.—			Crawfordsville, Ind.....	14	47
Kansas City, Mo.....	623	987	Davenport, Iowa.....	27	46
Lincoln, Neb.....	653	987	Elgin, Ill.....	29	46
St. Joseph, Mo.....	655	987	Fort Wayne, Ind.....	8	47
Austin, Minn.—			Fox Lake, Ill.....	39	107
Albert Lea, Minn.....	189	366	Galesburg, Ill.....	23	46
Charles City, Iowa.....	194	366	Kokomo, Ind.....	9	47
La Crosse, Wis.....	597	366	Lafayette, Ind.....	11	47
Owatonna, Minn.....	550	366	Lake Geneva, Wis. (via		
Spirit Lake, Iowa.....	189	366	Highland Park).....	34	107
St. Paul, Minn.....	550	366	Lake Geneva, Wis. (via		
Baraboo, Wis.—			Elgin).....	35	107
Kilbourn.....	135	236	Lake Geneva, Wis. (via		
La Crosse, Wis.....	134	236	Harvard).....	36	107
Madison, Wis.....	185	236	Logansport, Ind.....	9	47
Battle Creek, Mich.—			Madison, Wis.....	34	236
Detroit, Mich.....	210	802	Michigan City, Ind.....	3	47
Jackson, Mich.....	210	802	Milwaukee, Wis. (Shore		
Kalamazoo, Mich.....	451	802	Route).....	37	107
South Bend, Ind.....	451	802	Milwaukee, Wis.....	38	107
Bay City, Mich.—			Ottawa, Ill.....	21	46
Detroit, Mich.....	464	802	Rockford, Ill.....	29	46
Flint, Mich.....	464	802	South Bend, Ind. (via		
Lansing, Mich.....	465	802	Laporte).....	1	47
Owosso, Mich.....	465	802	South Bend, Ind. (via		
Saginaw, Mich.....	464	802	Michigan City).....	3	47
Bloomington, Ill.—			Valparaiso, Ind.....	1	47
Champaign, Ill.....	55	46	Valparaiso, Ind.....	3b	47
Chicago, Ill.....	51	46	Chillicothe, Ohio—		
Decatur, Ill.....	60	46	Cincinnati, Ohio.....	334r	654
Joliet, Ill.....	51	46	Columbus, Ohio.....	365r	654
Lafayette, Ind.....	54	46	Dayton, Ohio.....	332r	654
Peoria, Ill.....	59	46	Cincinnati, Ohio—		
Springfield, Ill.....	57	46	Chillicothe, Ohio.....	334	654
Boone, Iowa—			Columbus, Ohio.....	331	654
Cedar Rapids, Iowa.....	611	848	Dayton, Ohio.....	331	654
Des Moines, Iowa.....	611a	848	Fort Wayne, Ind.....	340	654
Marshalltown, Iowa.....	611	848	Indianapolis, Ind. (via		
Omaha, Neb.....	536	848	Richmond).....	337	654
Cadillac, Mich.—			Indianapolis, Ind. (via		
Grand Rapids, Mich.....	439	790	Connersville).....	338	654
Traverse City, Mich.....	407	790	Lima, Ohio.....	342	654
Canton, Ohio—			Richmond, Ind.....	337	654
Akron, Ohio.....	371	655	Zanesville, Ohio.....	346	654
Bucyrus, Ohio.....	380	655	Cleveland, Ohio—		
Cleveland, Ohio.....	371	655	Akron, Ohio.....	386	655
Columbus, Ohio.....	378	655	Bucyrus, Ohio.....	388	655
Lima, Ohio.....	380	655	Canton, Ohio.....	386	655
			Columbus, Ohio.....	388	655
			Elyria, Ohio.....	395	655

CAUTION—Always use the **INDEX TO CITIES AND TOWNS**, on pages 7 to 24, in connection with **SECTION INDEX MAPS**, for locating routes to intermediate points which are not route centers.

ALPHABETICAL LIST OF ROUTES (Continued).

Towns.	Route Number.	Map Page.	Towns.	Route Number.	Map Page.
Cleveland, Ohio (Cont.)			Princeton, Ill.....	25a	46
Erie, Pa.....	381	655	Rockford, Ill.....	26	46
Pittsburg, Pa.....	385	655	Sterling, Ill.....	25	46
Sandusky, Ohio.....	396	655	Dubuque, Iowa—		
South Bend, Ind.....	398	655	Clinton, Iowa.....	513	848
Toledo, Ohio.....	395	655	La Crosse, Wis.....	519	848
Toledo, Ohio.....	396	655	Prairie du Chien, Wis.....	519	848
Youngstown, Ohio.....	385	655	Rockford, Ill.....	511	848
Clinton, Iowa—			Waterloo, Iowa.....	515	848
Cedar Rapids, Iowa.....	505	848	Eau Claire, Wis.—		
Chicago, Ill.....	501	46	Abbottsford, Wis.....	183	366
Davenport, Iowa.....	503	848	Chippewa Falls, Wis.....	183	366
Dubuque, Iowa.....	507	848	La Crosse, Wis.....	182	366
Columbus, Ohio—			Marshfield, Wis.....	183	366
Chillicothe, Ohio.....	365	655	Minneapolis, Minn.....	181	366
Cincinnati, Ohio.....	356	579	St. Paul, Minn.....	181	366
Cleveland, Ohio.....	351	655	Stevens Point, Wis.....	183	366
Dayton, Ohio.....	356	579	Elkhart, Ind.—		
Indianapolis, Ind.....	358	579	Detroit, Mich.....	212	802
Lima, Ohio.....	360	579	Fort Wayne, Ind.....	209	47
Parkersburg, W. Va.....	366	655	Kalamazoo, Mich.....	213a	802
Toledo, Ohio (via Findlay).....	362	579	South Bend, Ind.....	451	802
Toledo, Ohio (via Fostoria).....	363	655	Elgin, Ill.—		
Wheeling, W. Va.....	353	655	Algonquin, Ill.....	36	46
Zanesville, Ohio.....	353	655	Aurora, Ill.....	31	46
Zanesville, Ohio.....	353a	655	Chicago, Ill.....	91	46
Crawfordsville, Ind.—			Joliet, Ill.....	31	46
Champaign, Ill.....	238	47	Lake Geneva, Wis.....	36	107
Chicago, Ill.....	239	47	Rockford, Ill.....	29	46
Indianapolis, Ind.....	87a	47	Elyria, Ohio—		
Lafayette, Ind.....	238	47	Akron, Ohio.....	301b	655
Terre Haute, Ind.....	276	47	Canton, Ohio.....	301b	655
Crown Point, Ind.—			Cleveland, Ohio.....	301	655
Chicago, Ill.....	271	47	Columbus, Ohio.....	338	655
Crawfordsville, Ind.....	14	47	Mansfield, Ohio.....	389	655
Kankakee, Ill.....	16a	46	Toledo, Ohio.....	395	655
Lafayette, Ind.....	11	47	Ephraim, Wis.—		
Davenport, Iowa—			Sturgeon Bay, Wis.....	157r	236
Cedar Rapids, Iowa.....	529	848	Manitowoc, Wis.....	156	236
Chicago, Ill.....	522	46	Erie, Pa.—		
Clinton, Iowa.....	521	848	Ashtabula, Ohio.....	382a	655
Des Moines, Iowa.....	525	848	Buffalo, N. Y.....	381a	655
Galesburg, Ill.....	524	46	Cleveland, Ohio.....	382a	655
Ottawa, Ill.....	523	46	Flint, Mich.—		
Sterling, Ill.....	522	46	Bay City, Mich.....	463	802
Dayton, Ohio—			Detroit, Mich.....	464	802
Chillicothe, Ohio.....	332	654	Lansing, Mich.....	469	802
Cincinnati, Ohio.....	356	654	Owosso, Mich.....	469	802
Columbus, Ohio.....	331	654	Port Huron, Mich.....	468	802
Indianapolis, Ind.....	358	654	Saginaw, Mich.....	463	802
Lima, Ohio.....	342	654	Fond du Lac, Wis.—		
Richmond, Ind.....	358	654	Green Bay, Wis.....	141	236
Toledo, Ohio.....	344	654	Lake Geneva, Wis.....	138	236
Denison, Iowa—			Madison, Wis.....	139	236
Ames, Iowa.....	611	848	Milwaukee, Wis.....	136	236
Boone, Iowa.....	611	848	Oconomowoc, Wis.....	138	236
Cedar Rapids, Iowa.....	611	848	Oshkosh, Wis.....	143	236
Omaha, Neb.....	536	848	Sheboygan, Wis.....	140	236
Spirit Lake, Iowa.....	618	848	Fort Dodge, Iowa—		
Des Moines, Iowa—			Marshalltown, Iowa.....	553	848
Ames, Iowa.....	577	848	Sioux City, Iowa.....	555	848
Boone, Iowa.....	578	848	Sioux Rapids, Iowa.....	556	848
Council Bluffs, Iowa.....	571	848	Spirit Lake, Iowa.....	556	848
Davenport, Iowa.....	573	848	Storm Lake, Iowa.....	555	848
Omaha, Neb.....	571	848	Waterloo, Iowa.....	551	848
Detroit, Mich.—			Fort Wayne, Ind.—		
Battle Creek, Mich.....	451	802	Bluffton, Ind.....	289	47
Bay City, Mich.....	463	802	Chicago, Ill.....	282	47
Flint, Mich.....	463	802	Cincinnati, Ohio.....	289	47
Fort Wayne, Ind.....	459	802	Cleveland, Ohio.....	286	47
Grand Rapids, Mich.....	461	802	Elkhart, Ind.....	281	47
Jackson, Mich.....	451	802	Indianapolis, Ind.....	291	47
Kalamazoo, Mich.....	451	802	Kalamazoo, Mich.....	284	47
Lansing, Mich.....	461	802	Lafayette, Ind.....	294	47
London, Ont.....	490	802	Lima, Ohio.....	288	47
Mt. Clemens, Mich.....	466	802	Marion, Ind.....	291	47
Port Huron, Mich.....	466	802	Muncie, Ind.....	292	47
Saginaw, Mich.....	463	802	South Bend, Ind.....	281	47
South Bend, Ind.....	451	802	Toledo, Ohio.....	285	654
Toledo, Ohio.....	457	802	Valparaiso, Ind.....	282	47
Ypsilanti, Mich.....	451	802	Fremont, Ohio—		
Dixon, Ill.—			Bucyrus, Ohio.....	303	655
Chicago, Ill.....	501	46	Cleveland, Ohio.....	301	655
Clinton, Ill.....	25	46			

CAUTION—Always use the **INDEX TO CITIES AND TOWNS**, on pages 7 to 24, in connection with **SECTION INDEX MAPS**, for locating routes to intermediate points which are not route centers.

ALPHABETICAL LIST OF ROUTES (Continued).

Towns.	Route Number.	Map Page.	Towns.	Route Number.	Map Page.
Fremont, Ohio (Cont.)			Jackson, Mich.....	210	802
Sandusky, Ohio.....	302	655	South Bend, Ind.....	451	802
Toledo, Ohio.....	395	654	St. Joseph, Mich.....	417r	802
French Lick, Ind.—			Kankakee, Ill.—		
Indianapolis, Ind.....	261	47	Champaign, Ill.....	16	46
Indianapolis, Ind.....	262	47	Chicago, Ill.....	90	46
Louisville, Ky.....	264	47	Crown Point, Ind.....	47	46
Vincennes, Ind.....	267	47	Streator, Ill.....	16a	46
Galesburg, Ill.—			Kansas City, Mo.—		
Aurora, Ill.....	71	46	Fort Worth, Tex.....	657	987
Chicago, Ill.....	71	46	Lincoln, Neb.....	653	987
Davenport, Iowa.....	74	46	Marshall, Mo.....	651	987
Peoria, Ill.....	73	46	Mexico, Mo.....	651	987
Quincy, Ill.....	77	46	St. Joseph, Mo.....	655	987
Grand Haven, Mich.—			St. Louis, Mo.....	651	987
Grand Rapids, Mich.....	312r	802	Kenosha, Wis.—		
Muskegon, Mich.....	215	802	Chicago, Ill.....	101	236
South Bend, Mich.....	414	802	Lake Geneva, Wis.....	122r	236
St. Joseph, Mich.....	414	802	Milwaukee, Wis.....	37	236
Grand Rapids, Mich.—			Racine, Wis.....	37	236
Cadillac, Mich.....	407	790	Kilbourn, Wis.—		
Detroit, Mich.....	401	802	Baraboo, Wis.....	133r	236
Grand Haven, Mich.....	412	802	La Crosse, Wis.....	135r, 134	236
Holland, Mich.....	410	802	Madison, Wis.....	135r, 185	236
Kalamazoo, Mich.....	403	802	Kokomo, Ind.—		
Manistee, Mich.....	405	790	Anderson, Ind.....	205b	47
Muskegon, Mich.....	405	802	Indianapolis, Ind.....	205	47
South Bend, Ind.....	403	802	Lafayette, Ind.....	225	47
Traverse City, Mich.....	405, 407	790	Lima, Ohio.....	273	47
Green Bay, Wis.—			Marion, Ind.....	273	47
Appleton, Wis.....	164	236	La Crosse, Wis.—		
Fond du Lac, Wis.....	163	236	Austin, Minn.....	189	366
Manitowoc, Wis.....	161	236	Dubuque, Iowa.....	186	366
Marinette, Wis.....	168	236	Eau Claire, Wis.....	187	366
Menominee, Mich.....	168	236	Madison, Wis.....	185	366
Oshkosh, Wis.....	164	236	Marshfield, Wis.....	187	366
Sturgeon Bay, Wis.....	166	236	Minneapolis, Minn.....	190	366
Holland, Mich.—			Owatonna, Minn.....	190	366
Grand Rapids, Mich.....	410r	802	Prairie du Chien, Wis.....	186	366
St. Joseph, Mich.....	414	802	St. Paul, Minn.....	190	366
South Bend, Ind.....	414	802	Lafayette, Ind.—		
Indianapolis, Ind.—			Bloomington, Ill.....	280	47
Anderson, Ind.....	226	46	Chicago, Ill.....	271	47
Champaign, Ill.....	237	46	Crawfordsville, Ind.....	276	47
Champaign, Ill.....	238	46	Fort Wayne, Ind.....	272	47
Chicago, Ill.....	12	47	Indianapolis, Ind.....	276	47
Cincinnati, Ohio.....	230, 231	47	Kokomo, Ind.....	273	47
Columbus, Ohio.....	228	47	Lima, Ohio.....	273	47
Crawfordsville, Ind.....	238	47	Logansport, Ind.....	272	47
Danville, Ill.....	238	47	Terre Haute, Ind.....	276	47
Fort Wayne, Ind.....	226, 227	47	Lake Geneva, Wis.—		
French Lick, Ind.....	233	47	Chicago, Ill.....	116, 117, 129	107
Kokomo, Ind.....	223	47	Kenosha, Wis.....	122	107
Lafayette, Ind.....	238	47	Elgin, Ill.....	117	107
Logansport, Ind.....	222	47	Madison, Wis.....	124	107
Louisville, Ky.....	233	47	Milwaukee, Wis.....	121	107
Muncie, Ind.....	227	47	Oconomowoc, Wis.....	121	107
Richmond, Ind.....	228	47	Racine, Wis.....	123	107
South Bend, Ind.....	222, 223	47	Rockford, Ill.....	120	107
Terre Haute, Ind.....	236	47	Lansing, Mich.—		
Valparaiso, Ind.....	224	47	Bay City, Mich.....	471	802
Iowa City, Iowa—			Flint, Mich.....	469r	802
Davenport, Iowa.....	573	848	Grand Rapids, Mich.....	461	802
Des Moines, Iowa.....	525	848	Detroit, Mich.....	401	802
Jackson, Mich.—			Jackson, Mich.....	473	802
Detroit, Mich.....	210	802	Owosso, Mich.....	469r	802
Jonesville, Mich.....	452	802	Saginaw, Mich.....	471	802
Kalamazoo, Mich.....	451	802	Toledo, Ohio.....	473	802
Lansing, Mich.....	313	802	Lexington, Ky.—		
South Bend, Ind.....	451	802	Cincinnati, Ohio.....	723	
Toledo, Ohio.....	473	802	Louisville, Ky.....	725	
Joliet, Ill.—			Lima, Ohio—		
Aurora, Ill.....	31r	46	Bucyrus, Ohio.....	325	579
Chicago, Ill.....	45	46	Canton, Ohio.....	325	579
Elgin, Ill.....	31r	46	Cincinnati, Ohio.....	328	579
Ottawa, Ill.....	21	46	Cleveland, Ohio.....	323	579
Kalamazoo, Mich.—			Columbus, Ohio.....	327	579
Battle Creek, Mich.....	210	802	Dayton, Ohio.....	328	579
Detroit, Mich.....	210	802	Fort Wayne, Ind.....	330	579
Elkhart, Ind.....	421	802	Toledo, Ohio.....	321	579
Fort Wayne, Ind.....	419	802	Lincoln, Neb.—		
Grand Rapids, Mich.....	214	802	Kansas City, Mo.....	623	987

CAUTION—This Index is only a LIST OF ROUTES BETWEEN TERMINALS. For other towns and cities, use Index preceding pages 7 to 24, in connection with SECTION INDEX MAPS.

ALPHABETICAL LIST OF ROUTES (Continued).

Towns.	Route Number.	Map Page.	Towns.	Route Number.	Map Page.
Lincoln, Neb. (Cont.)			Green Bay, Wis.	168r	335
Omaha, Neb.	621	987	Iron Mountain, Mich.	171	335
St. Joseph, Mo.	625	987	Ishpeming, Mich.	173a	335
Logansport, Ind.—			Marquette, Mich.	170	335
Chicago, Ill.	224	47	Milwaukee, Wis.—		
Fort Wayne, Ind.	232	47	Chicago, Ill.	101-102	236
Indianapolis, Ind.	204	47	Fond du Lac, Wis.	113	236
Lafayette, Ind.	294	47	Green Bay, Wis.	114	236
South Bend, Ind.	222	47	Kenosha, Wis.	101	236
Valparaiso, Ind.	224	47	Lake Geneva, Wis.	103	236
Louisville, Ky.—			Madison, Wis.	105-106	236
French Lick, Ind.	703	47	Manitowoc, Wis.	114	236
Indianapolis, Ind.	701	47	Racine, Wis.	101	236
Lexington, Ky.	705	47	Rockford, Ill.	110	236
Mammoth Cave, Ky.	704	47	Sheboygan, Wis.	114	236
Mackinaw City, Mich.—			Moline, Ill.—		
Petoskey, Mich.	433r	790	Chicago, Ill.	522	46
Madison, Wis.—			Davenport, Ia.	27	46
Chicago, Ill.	129	236	Dixon, Ill.	522	46
Fond du Lac, Wis.	133a	236	La Salle, Ill.	523	46
Lake Geneva, Wis.	129, 130	236	Ottawa, Ill.	523	46
La Crosse, Wis.	134	236	Princeton, Ill.	523	46
Milwaukee, Wis.	127	236	Rock Island, Ill.	27	46
Oshkosh, Wis.	133	236	Sterling, Ill.	522	46
Rockford, Ill.	131	236	Mt. Clemens, Mich.—		
Manistee, Mich.—			Detroit, Mich.	466r	802
Grand Rapids, Mich.	437	790	Port Huron, Mich.	466	802
Ludington, Mich.	437	790	Muskegon, Mich.—		
Muskegon, Mich.	437	790	Benton Harbor, Mich.	414	802
Traverse City, Mich.	405	790	Grand Haven, Mich.	414	802
Manitowoc, Wis.—			Grand Rapids, Mich.	437	802
Green Bay, Wis.	114	236	Holland, Mich.	414	802
Milwaukee, Wis.	161	236	Ludington, Mich.	405	802
Sheboygan, Wis.	161	236	Manistee, Mich.	405	802
Sturgeon Bay, Wis.	156	236	South Bend, Ind.	414	802
Mansfield, Ohio—			South Haven, Mich.	414	802
Bucyrus, Ohio	380	655	Traverse City, Mich.	405	802
Canton, Ohio	325	655	Newark, O.—		
Cleveland, Ohio	352	655	Columbus, O.	753a	655
Columbus, Ohio	389	655	Wheeling, W. Va.	353a & 353	655
Lima, Ohio	380	655	Zanesville, O.	353a	655
Marietta, Ohio—			Niagara Falls, Can.—		
Parkersburg, W. Va.	367	655	Hamilton, Ont.	494	...
Zanesville, Ohio	367r	655	Norwalk, O.—		
Marion, Ohio—			Bellevue, O.	395	655
Bucyrus, Ohio	351	579	Cleveland, O.	301	655
Columbus, Ohio	305	579	Elyria, O.	301	655
Cleveland, Ohio	351	579	Fremont, O.	395	655
Toledo, Ohio	363	579	Toledo, O.	395	655
Marquette, Mich.—			Oklahoma City, Okla.—		
Escanaba, Mich.	172	335	Lawton, Okla.	659	...
Iron Mountain, Mich.	173	335	Wichita, Kan.	663	...
Ishpeming, Mich.	173	335	Omaha, Neb.—		
Menominee, Mich.	172	335	Ames, Ia.	611	848
Marinette, Wis.—			Atlantic, Ia.	612	848
Green Bay, Wis.	168r	335	Boone, Ia.	611	848
Menominee, Mich.	168	335	Cedar Rapids, Ia.	611	848
Oconto, Mich.	168r	335	Denison, Ia.	611	848
Marshalltown, Ia.—			Des Moines, Ia.	612	848
Ames, Iowa	536	848	Lincoln, Neb.	613	848
Boone, Iowa	536	848	Marshalltown, Ia.	611	848
Cedar Rapids, Iowa	611	848	Sioux City, Ia.	616	848
Denison, Iowa	536	848	Spirit Lake, Ia.	618	848
Fort Dodge, Iowa	554	848	Storm Lake, Ia.	618	848
Mason City, Iowa	569	848	Oshkosh, Wis.—		
Newton, Iowa	536a	848	Appleton, Wis.	147	236
Omaha, Neb.	536	848	Fond du Lac, Wis.	143	236
Waterloo, Iowa	545	848	Green Bay, Wis.	147	236
Marshfield, Wis.—			Madison, Wis.	145	236
Eau Claire, Wis.	180	366	Stevens Point, Wis.	148	236
La Crosse, Wis.	178	366	Waupun, Wis.	145	236
Minneapolis, Minn.	180	366	Ottawa, Ill.—		
St. Paul, Minn.	180	366	Aurora, Ill.	44	46
Stevens Point, Wis.	183	366	Chicago, Ill.	45	46
Mason City, Ia.—			Davenport, Ia.	42	46
Albert Lea, Minn.	564	848	Joliet, Ill.	45	46
Algoma, Ia.	566	848	Moline, Ill.	42	46
Charles City, Ia.	561	848	Peoria, Ill.	41a-41b	46
Marshalltown, Ia.	568	848	Princeton, Ill.	42	46
Minneapolis, Minn.	564	848	Rock Island, Ill.	42	46
Waterloo, Ia.	562	848	Streator, Ill.	41b	46
Menominee, Mich.—			Owatonna, Minn.—		
Escanaba, Mich.	170	335	Albert Lea, Minn.	195	366

CAUTION—Always use the **INDEX TO CITIES AND TOWNS**, on pages 7 to 24, in connection with **SECTION INDEX MAPS**, for locating routes to intermediate points which are not route centers.

ALPHABETICAL LIST OF ROUTES (Continued).

Towns.	Route Number.	Map Page.	Towns.	Route Number.	Map Page.
Owatonna, Minn. (Cont.)			Rochester, Minn.—		
Austin, Minn.....	194	366	La Crosse, Wis.....	192	366
Charles City, Ia.....	194	366	Minneapolis, Minn.....	190	366
La Crosse, Wis.....	196	366	Owatonna, Minn.....	190a	366
Mankato, Minn.....	197a	366	St. Paul, Minn.....	190	366
Mason City, Ia.....	195	366	Rockford, Ill.—		
Minneapolis, Minn.....	550	366	Chicago, Ill.....	91	236
Rochester, Minn.....	196	366	Dixon, Ill.....	93	46
St. Paul, Minn.....	550	366	Dubuque, Ia.....	95	236
Waterloo, Ia.....	194	366	Elgin, Ill.....	91	236
Parkersburg, W. Va.—			Janesville, Wis.....	97	236
Athens, O.....	366r	655	Lake Geneva, Wis.....	98	236
Columbus, O.....	366r	655	Madison, Wis.....	97	236
Lancaster, O.....	366r	655	Milwaukee, Wis.....	98	236
Marietta, O.....	367r	655	Saginaw, Mich.—		
McConnellsville, O.....	367r	655	Bay City, Mich.....	463	802
Zanesville, O.....	367r	655	Detroit, Mich.....	464	802
Paw Paw, Mich.—			Flint, Mich.....	464	802
Benton Harbor, Mich.....	417r	802	Lansing, Mich.....	465	802
Grand Rapids, Mich.....	214	802	Owosso, Mich.....	465	802
Kalamazoo, Mich.....	210	802	Sandusky, O.—		
South Bend, Ind.....	403	802	Cleveland, O.....	302	655
South Haven, Mich.....	422	802	Toledo, O.....	396	655
St. Joseph, Mich.....	417r	802	St. Joseph, Mich.—		
Peoria, Ill.—			Benton Harbor, Mich.....	215	802
Bloomington, Ill.....	63	46	Grand Haven, Mich.....	215	802
Chicago, Ill.....	61a &	46	Kalamazoo, Mich.....	417	802
Galesburg, Ill.....	66	46	Muskegon, Mich.....	215	802
Ottawa, Ill.....	61a	46	Paw Paw, Mich.....	417	802
Springfield, Ill.....	65	46	South Bend, Ind.....	414	802
Sreator, Ill.....	61b	46	South Haven, Mich.....	215	802
Petoskey, Mich.—			St. Joseph, Mo.—		
Charlevoix, Mich.....	435	790	Kansas City, Mo.....	633	987
Mackinaw City, Mich.....	433	790	Lincoln, Neb.....	631	987
Traverse City, Mich.....	435	790	St. Paul, Minn.—		
Pittsburg, Pa.—			Albert Lea, Minn.....	195	366
Canton, O.....	759	655	Austin, Minn.....	194	366
Cleveland, O.....	758	655	Charles City, Ia.....	194	366
Warren, O.....	758	655	Eau Claire, Wis.....	193	366
Wheeling, W. Va.....	751r	655	Hudson, Wis.....	193	366
Youngstown, O.....	758	655	Mason City, Ia.....	195	366
Port Huron, Mich.—			Rochester, Minn.....	192	366
Detroit, Mich.....	466r	802	Waterloo, Ia.....	194	366
Flint, Mich.....	468r	802	St. Louis, Mo.—		
London, Ont.....	498	802	Kansas City, Mo.....	603	987
Mt. Clemens, Mich.....	466r	802	Springfield, Ill.....	601	46
Princeton, Ill.—			Terre Haute, Ind.....	605	46
Aurora, Ill.....	71	46	Vincennes, Ind.....	607	46
Chicago, Ill.....	71	46	Sheboygan, Wis.—		
Davenport, Ia.....	42	46	Fond du Lac, Wis.....	115	236
Dixon, Ill.....	50	46	Green Bay, Wis.....	114	236
Galesburg, Ill.....	23	46	Manitowoc, Wis.....	114	236
Moline, Ill.....	42	46	Milwaukee, Wis.....	161	236
Ottawa, Ill.....	523	46	Sioux City, Ia.—		
Peoria, Ill.....	48	46	Council Bluffs, Ia.....	583	848
Rock Island, Ill.....	42	46	Ft. Dodge, Ia.....	581	848
Sterling, Ill.....	49	46	Omaha, Neb.....	583	848
Quincy, Ill.—			Storm Lake, Ia.....	581	848
Galesburg, Ill.....	77	46	South Bend, Ind.—		
Peoria, Ill.....	80	46	Battle Creek, Mich.....	210	802
Springfield, Ill.....	79	46	Benton Harbor, Mich.....	215	802
Racine, Wis.—			Chicago, Ill.....	201-202	802
Chicago, Ill.....	101	236	Cleveland, O.....	207	...
Kenosha, Wis.....	101	236	Elkhart, Ind.....	212	802
Lake Geneva, Wis.....	123r	236	Fort Wayne, Ind.....	209	47
Milwaukee, Wis.....	37	236	Gary, Ind.....	203a	47
Richmond, Ind.—			Grand Rapids, Mich.....	214	802
Cincinnati, O.....	289	654	Holland, Mich.....	215	802
Columbus, O.....	229	654	Indianapolis, Ind.....	204 or	205
Dayton, O.....	230	654	Jackson, Mich.....	210	802
Fort Wayne, Ind.....	340	654	Kalamazoo, Mich.....	210	802
Indianapolis, Ind.....	358	47	Kokomo, Ind.....	205	47
Springfield, O.....	229	579	Kokomo, Ind.....	205	47
Rock Island, Ill.—			La Porte, Ind.....	201	47
Chicago, Ill.....	522	46	Logansport, Ind.....	204	47
Davenport, Ia.....	74	46	Michigan City, Ind.....	202	47
Dixon, Ill.....	522	46	Muskegon, Mich.....	215	802
La Salle, Ill.....	523	46	Paw Paw, Mich.....	210	802
Moline, Ill.....	522	46	Plymouth, Ind.....	204	47
Ottawa, Ill.....	523	46	South Haven, Mich.....	215	802
Princeton, Ill.....	523	46	Valparaiso, Ind.....	201	47
Sterling, Ill.....	522	46	Ypsilanti, Mich.....	210	802

CAUTION—This Index is only a LIST OF ROUTES BETWEEN TERMINALS. For other towns and cities, use Index preceding pages 7 to 24, in connection with SECTION INDEX MAPS.

ALPHABETICAL LIST OF ROUTES (Continued).

Towns.	Route Number.	Map Page.	Towns.	Route Number.	Map Page.
South Haven, Mich.—			Toledo, O.—		
Benton Harbor, Mich.....	414	802	Bellefontaine, O.....	306	597
Grand Haven, Mich.....	215	802	Bellevue, O.....	301	597
Kalamazoo, Mich.....	422r, 417	802	Cincinnati, O.....	306	597
Muskegon, Mich.....	215	802	Cleveland, O.....	301	597
Paw Paw, Mich.....	422r	802	Columbus, O.....	305	597
South Bend, Ind.....	414	802	Dayton, O.....	305	597
St. Joseph, Mich.....	414	802	Detroit, Mich.....	315 or 316	597
Spirit Lake, Ia.—			Elyria, O.....	301	597
Albert Lea, Minn.....	597	848	Fremont, O.....	301	597
Austin, Minn.....	597	848	Fort Wayne, Ind.....	309	597
Blue Earth, Minn.....	597	848	Fostoria, O.....	305	597
Denison, Ia.....	593	848	Jackson, Mich.....	313	597
Jackson, Minn.....	597	848	Kendallville, Ind.....	311	597
La Crosse, Wis.....	597	848	Kenton, O.....	304	597
Storm Lake, Ia.....	593	848	Lima, O.....	307	597
Springfield, Ill.—			Oberlin, O.....	301	597
Bloomington, Ill.....	81	46	Sandusky, O.....	302	597
Champaign, Ill.....	85	46	South Bend, Ind.....	311	597
Decatur, Ill.....	85	46	Ypsilanti, Mich.....	315	597
Lincoln, Ill.....	81	46	Traverse City, Mich.—		
Peoria, Ill.....	82	46	Big Rapids, Mich.....	439	790
Quincy, Ill.....	84	46	Cadillac, Mich.....	439	790
St. Louis, Mo.....	83	46	Charlevoix, Mich.....	431	790
Springfield, O.—			Grand Rapids, Mich.....	437, 439	790
Cincinnati, O.....	356	579	Ludington, Mich.....	437	790
Columbus, O.....	229	579	Mackinaw City, Mich.....	431, 433	790
Dayton, O.....	356	579	Manistee, Mich.....	437	790
Lima, O.....	344	579	Muskegon, Mich.....	437	790
Richmond, Ind.....	358a	579	Valparaiso, Ind.—		
Sterling, Ill.—			Chicago, Ill.....	201	47
Chicago, Ill.....	501	46	Ft. Wayne, Ind.....	8	47
Clinton, Ia.....	25	46	Indianapolis, Ind.....	9	47
Davenport, Ia.....	27	46	La Porte, Ind.....	1	47
Dixon, Ill.....	501	46	Logansport, Ind.....	9	47
Geneva, Wis.....	501	46	Plymouth, Ind.....	8	47
Moline, Ill.....	27	46	South Bend, Ind.....	1	47
Princeton, Ill.....	25b	46	Vincennes, Ind.—		
Rock Island, Ill.....	522	46	French Lick, Ind.....	252	47
Stevens Point, Wis.—			St. Louis, Mo.....	254	46
Appleton, Wis.....	177	366	Terre Haute, Ind.....	251	47
Abbottsford, Wis.....	180	366	West Baden, Ind.....	252	47
Chippewa Falls, Wis.....	180	366	Waterloo, Ia.—		
Eau Claire, Wis.....	180	366	Austin, Minn.....	550	848
La Crosse, Wis.....	178	366	Cedar Rapids, Ia.....	542	848
Marshfield, Wis.....	180	366	Charles City, Ia.....	548	848
Neillsville, Wis.....	178	366	Dubuque, Ia.....	541	848
Oshkosh, Wis.....	176	366	Ft. Dodge, Ia.....	547	848
Waupaca, Wis.....	176	366	Marshalltown, Ia.....	544	848
Storm Lake, Ia.—			Mason City, Ia.....	549	848
Council Bluffs, Ia.....	589	848	Minneapolis, Minn.....	550	848
Denison, Ia.....	598	848	St. Paul, Minn.....	550	848
Ft. Dodge, Ia.....	581	848	Wheeling, W. Va.—		
Omaha, Neb.....	598	848	Canton, O.....	755	655
Sioux City, Ia.....	555	848	Columbus, O.....	753	655
Spirit Lake, Ia.....	618	848	Pittsburg, Pa.....	751	655
Streator, Ill.—			Steubenville, O.....	755	655
Crown Point, Ind.....	47	46	Zanesville, O.....	753	655
Dwight, Ill.....	47	46	Wichita, Kan.—		
Kankakee, Ill.....	47	46	Oklahoma City, Okla.....	658	
Ottawa, Ill.....	61b	46	Winchester, Ind.—		
Peoria, Ill.....	41b	46	Anderson, Ind.....	274r, 292	47
Sturgeon Bay, Wis.—			Bluffton, Ind.....	340	47
Ephraim, Wis.....	157	236	Ft. Wayne, Ind.....	340	47
Fish Creek, Wis.....	157	236	Indianapolis, Ind.....	274r, 292	47
Green Bay, Wis.....	159	236	Marion, Ind.....	274r	47
Manitowoc, Wis.....	158	236	Muncie, Ind.....	274r	47
Milwaukee, Wis.....	158, 161	236	Richmond, Ind.....	289	47
Sheboygan, Wis.....	158, 161	236	Wolcott, Ind.—		
Terre Haute, Ind.—			Chicago, Ill.....	271	47
Champaign, Ill.....	247	46	Crown Point, Ind.....	271	47
Crawfordsville, Ind.....	241	47	Kokomo, Ind.....	12	47
Danville, Ill.....	248	47	Lafayette, Ind.....	11	47
Indianapolis, Ind.....	242	47	Rensselaer, Ind.....	271	47
Lafayette, Ind.....	241	47	Youngstown, O.—		
St. Louis, Mo.....	246	46	Cleveland, O.....	758	655
Vandalia, Ill.....	246	46	Pittsburg, Pa.....	385	655
Vincennes, Ind.....	244	46	Warren, O.....	758	655
Tipton, Ind.—			Zanesville, O.—		
Anderson, Ind.....	205b	47	Canton, O.....	355	655
Indianapolis, Ind.....	205	47	Columbus, O.....	753	655
Kokomo, Ind.....	223	47	Marietta, O.....	367	655
Peru, Ind.....	223	47	McConnellsville, O.....	367	655
Plymouth, Ind.....	223	47	Newark, O.....	753a	655
South Bend, Ind.....	223	47	Wheeling, W. Va.....	353	655

CAUTION—This Index is only a LIST OF ROUTES BETWEEN TERMINALS. For other towns and cities, use Index preceding pages 7 to 24, in connection with SECTION INDEX MAPS.

INDEX TO HOTEL AND GARAGE ADVERTISEMENTS

	Page		Page
Albion, Mich.—		Clinton, Iowa—	
Hotel Albion.....	447	The Lafayette.....	849
Albion Garage.....	447	Clinton Auto Co.....	849
Alliance, Ohio—		Model Auto Co.....	849
Standard Auto Co.....	702	Colfax, Iowa—	
Anderson, Ind.—		Hotel Colfax.....	881
Doxey Hotel.....	474	Columbus, Ind.—	
Auto Inn.....	474	Ogden Garage.....	493
Ann Arbor, Mich.—		Columbus, Ohio—	
Hotel Whitney.....	806	Chittenden Hotel.....	635
Hartman Garage.....	806	Hartman Hotel.....	656
Appleton, Wis.—		Southern Hotel.....	657
Walter Auto Co.....	313	Central Ohio Motor Car Co.....	635
Ashland, Ohio—		Ritter & Borst Garage.....	657
Ashland Auto Garage.....	662	Conneaut, Ohio—	
Ashtabula, Ohio—		Cleveland Hotel.....	717
High-Level Auto Co.....	716	Connersville, Ind.—	
Athens, Ohio—		Hotel McFarlan.....	486
Ura Butcher's Garage.....	688	Auto Inn.....	486
Aurora, Ill.—		Crawfordsville, Ind.—	
Downer Place Garage.....	91	The Crawford.....	501
Baraboo, Wis.—		Cummings Auto Co.....	501
The Wellington.....	296	Crown Point, Ind.—	
Prothero & McGinnis Garage.....	296	Commercial House.....	71
Battle Creek, Mich.—		Danville, Ill.—	
American Motor Co.....	808	The Plaza.....	213
Palmer & Lawrence Garage.....	808	Robt. Holmes & Bros. Garage.....	213
Bedford, Ind.—		Davenport, Iowa—	
Strout's Garage.....	527	Kimball Hotel.....	869
Bellefontaine, Ohio—		Iowa Auto & Tire Co.....	869
A. D. Diener Auto Co.....	596	Klemme Auto Co.....	870
Bellevue, Ohio—		Dayton, Ohio—	
Hotel Bourdette.....	748	Algonquin Hotel.....	633
Bellevue Garage.....	748	Hofbrau House.....	673
Beloit, Wis.—		Geyer Sales Co.....	481
Vale Garage.....	232	Peckham Motor Car Co.....	673
Belvidere, Ill.—		Decatur, Ill.—	
Tri-Angle Garage.....	110	St. Nicholas Hotel.....	206
Bloomington, Ill.—		Fireproof Garage.....	206
People's Restaurant.....	149	Defiance, Ohio—	
Murray & Velde Garage.....	149	Miller Machine Co.....	565
Bloomington, Ind.—		DeKalb, Ill.—	
Bloomington Plumbing, Elec. & Supply Co.....	528	Auto Inn.....	99-853
Bluffton, Ind.—		Des Moines, Iowa—	
Bliss Hotel.....	478	Bernhard & Turner Auto Co.....	938
Boone, Iowa—		Iowa Auto & Supply Co.....	839
Hotel Holst.....	892	Detroit, Mich.—	
Boone Auto Co.....	892	Hotel Pontchartrain.....	804
Brazil, Ind.—		Gillespie Auto Sales Co.....	803
Bush Garage.....	497	Dowagiac, Mich.—	
Bryan, Ohio—		Byer's Garage.....	810
The Christman.....	435	Dubuque, Iowa—	
Christman Garage.....	435	Hotel Julien.....	861
Bucyrus, Ohio—		C. C. Gordon & Co.....	860
Deal House.....	741	Dwight, Ill.—	
Elberson Hotel.....	659	The Livingston.....	151
Buffalo, N. Y.—		Orr Bros. Garage.....	151
Hotel Statler.....	723	Earl Park, Ind.—	
Lafayette Hotel.....	720a	Dixon & Co.....	505
Cadillac, Mich.—		Eaton, Ohio—	
Cadillac Auto Co.....	772	Shaver's Garage.....	643
Cambridge City, Ind.—		Effingham, Ill.—	
Central Hotel.....	676	Auto Inn.....	983
Canton, Ohio—		Elgin, Ill.—	
Hotel Courtland.....	698	Kelly & Ross Garage.....	109
Hofbrau Haus.....	698	Moody's Garage.....	109
Wilson Motor Car Co.....	698	Elkhart, Ind.—	
Carey, Ohio—		Elkhart Garage.....	814
Gault House.....	683	Erie, Pa.—	
Hilty's Garage.....	683	Reed House.....	719
Cedar Rapids, Iowa—		J. Burton Arbuckle.....	725
Hotel Montrose.....	51	Irwin's Garage.....	718
Iowa Motor Car Co.....	884	Star Garage.....	718
Charles City, Iowa—		Findlay, Ohio—	
Reed & Jacobs Garage.....	913	Phoenix Inn.....	681
Chicago, Ill.—		Fond du Lac, Wis.—	
Congress Hotel.....	5	Palmer House.....	301
La Salle Hotel.....	419	Clark Motor Co.....	301
Lexington Hotel.....	51	Crescent Auto Co.....	301
Hotel Metropole.....	539	Fort Dodge, Iowa—	
New Southern Hotel.....	51	Wahkonsa Hotel.....	918
Stratford Hotel.....	143	Fort Dodge Auto Co.....	918
Owen H. Fay Livery Co.....	417	Fort Wayne, Ind.—	
Grant Park Garage.....	243-418-540-854	Wayne Hotel.....	558
Official Garage.....	539	Bachelor Garage.....	558
Cincinnati, Ohio—		Fostoria, Ohio—	
Hotel Sinton.....	631	H. J. Adams Garage.....	683
Citizens' Motor Car Co.....	630	Fowler, Ind.—	
Cleveland, Ohio—		Mavity-Sleeper Co.....	77
Hollenden Hotel.....	713	Fox Lake, Ill.—	
Auto Shop.....	585	Howard's Mineola Hotel.....	131

HOTEL AND GARAGE ADVERTISEMENTS (Continued).

	Page		Page
Frankfort, Ind.—		Lexington, Ky.—	
Model Machine Works.....	549	Phoenix Hotel.....	653
Freeport, Ill.—		Updike Garage.....	653
Myers & Rosenthal Garage.....	227	Lima, Ohio—	
Fremont, Ohio—		Lima House.....	610
The Fremont.....	750	Norval Hotel.....	610
Palace Garage.....	750	Mack Garage.....	610
French Lick, Ind.—		Majestic Garage.....	610
French Lick Springs Hotel.....	492	Lincoln, Ill.—	
Grand Hotel.....	525	New Commercial Hotel.....	194
Galesburg, Ill.—		Logansport, Ind.—	
Union Hotel.....	173	Barnett House.....	464
Square Garage.....	172	Broadway Garage.....	464
Galion, Ohio—		Louisville, Ky.—	
Galion Motor Car Co.....	744	Seelbach Hotel.....	490
Garden City, L. I.—		Miles Auto Co.....	490
Garden City Hotel.....	584b	Lowell, Ind.—	
Goshen, Ind.—		Pierce's Restaurant.....	73
Goshen Auto Supply Co.....	604	Brownell's Garage.....	73
Grand Rapids, Mich.—		McConnellsville, O.—	
Hotel Livingston.....	761	Morgan County Garage.....	693
Morton House.....	761	Macomb, Ill.—	
Pantlind Hotel.....	761	Ewing & Son Garage.....	180
Bronson's Garage.....	760	Madison, Wis.—	
Green Bay, Wis.—		Capital House.....	283
Lucia Bros. Motor Co.....	324	Manistee, Mich.—	
Greenfield, Ind.—		Brugman Bros. Garage.....	767
Curtis Garage.....	676	Mansfield, O.—	
Grimsby, Ont.—		Southern Hotel.....	618
Village Inn.....	838	Ideal Garage & Supply Co.....	618
Hammond, Ind.—		Marietta, O.—	
F. L. Heintz & Co.....	538	Marietta Motor Car Co.....	694
Hlawatha, Kan.—		Marion, Ind.—	
Wolfley Auto Co.....	1030	Spencer House.....	475
Highland Park, Ill.—		Marion, O.—	
Moraine Hotel.....	49	Pilgrim Inn.....	742
Highland Park Auto Station.....	242	Cadillac Garage.....	742
Hobart, Ind.—		Marshalltown, Ia.—	
Ed. Lamann's Garage.....	416	The Stoddart.....	890
Indianapolis, Ind.—		Eldridge-Beebe Auto Co.....	890
Claypool Hotel.....	677	Marshall Auto Co.....	891
Hotel.....	551	Marshfield, Wis.—	
New Denison Hotel.....	460	Orrin R. Hughes Garage.....	350
Fox Garage.....	550	Mason City, Ia.—	
Meridian Auto Co.....	460	New Park Inn.....	929
Iowa City, Iowa—		Hathorn Auto Co.....	929
Lyon Auto Co.'s Garage.....	878	Massillon, O.—	
Jackson, Mich.—		Wagner's Garage.....	620
Byrne Garage.....	446	Milwaukee, Wis.—	
Temple Garage.....	446	College Inn.....	237
Janesville, Wis.—		Maryland Hotel.....	238
Grand Hotel.....	115	Plankinton House.....	127
Reed-Gage Auto Co.....	115	Rambler Garage.....	237
Joliet, Ill.—		Minneapolis, Minn.—	
Steinhart-Jensen Auto Co.....	86	Hotel Dyckman.....	389
Kalamazoo, Mich.—		West Hotel.....	391
American Hotel.....	444	Parker Garage.....	389
Harlow's Garage.....	444	Mishawaka, Ind.—	
Kalamazoo Motor Co.....	444	Star Garage.....	605
Shaw Garage.....	809	Moline, Ill.—	
Kankakee, Ill.—		Manufacturers' Hotel.....	106
Fleming & Brown Garage.....	82	Shallberg & Howard Garage.....	106
Kansas City, Mo.—		Monticello, Ind.—	
Inter-State Garage.....	1019	Wolver Garage.....	75
Kenosha, Wis.—		Mt. Clemens, Mich.—	
Arthur Gardiner Garage.....	123	Medea Hotel.....	824
Kilbourne, Wis.—		Howard Rosso Garage.....	824
Oak Villa.....	299	Muncie, Ind.—	
Kokomo, Ind.—		Hotel Delaware.....	575
Hotel Frances.....	429	Napoleon, O.—	
Excelsior Co. Garage.....	429	Wellington Motor Car Co.....	566
Kramer, Ind.—		Newark, O.—	
Hunter Springs Hotel.....	79	Warden Hotel.....	666
Mudlavia Hotel.....	78	New York City—	
La Crosse, Wis.—		The Great Northern Hotel.....	584a
Holway Garage.....	365	Niagara Falls, N. Y.—	
Lafayette, Ind.—		International Hotel.....	841
St. Nicholas Hotel.....	534	Prospect House.....	840
Lafayette Auto Co.....	535	Niles, Mich.—	
Star Garage.....	534	Niles Garage.....	811
Lake Geneva, Wis.—		Norwalk, O.—	
Badger Garage.....	114	Avalon Hotel.....	583
Lancaster, Ohio—		Oberlin, O.—	
Anderson Auto Co.....	691	Oberlin Machine & Garage Co....	584
La Porte, Ind.—		Oconto, Wis.—	
Hotel Teegarden.....	54	Lucia Bros. Motor Co.....	324
Auto Maintenance Co.....	54	Oconomowoc, Wis.—	
New Coliseum Garage.....	54	Draper Hall.....	249
La Salle, Ill.—		Omaha, Neb.—	
Harrison Hotel.....	134	New Henshaw Hotel.....	988
La Salle Garage.....	134	Rome Hotel.....	989
Lauderdale Lakes, Wis.—		Electric Garage.....	988
The Sterlingworth.....	270	Guy L. Smith's Garage.....	988
Lebanon, Ohio—		Oshkosh, Wis.—	
Lebanon House.....	674	Oshkosh Motor Car Co.....	308
Kilpatrick-French Motor Car Co..	674	Oshkosh Tire Shop.....	308
		Ottawa, Ill.—	
		Ottawa Garage.....	132

HOTEL AND GARAGE ADVERTISEMENTS (Continued)

	Page		Page
Owatonna, Minn.—		Spirit Lake, Ia.—	
The Owatonna.....	400	Antlers Hotel.....	958
Zamboni's Garage.....	400	Orleans Hotel.....	958
Painesville, O.—		Springfield, Ill.—	
Parmly Hotel.....	727	St. Nicholas Hotel.....	193
Auto Shop.....	727	Auto Inn.....	193
Parkersburg, W. Va.—		Springfield Garage.....	193
Logan Carriage & Auto Co.....	689	Springfield, O.—	
Peoria, Ill.—		Arcade Hotel.....	672
National Hotel.....	162	Auto Inn.....	672
Turnbull Garage.....	162	Sterling, Ill.—	
Peru, Ind.—		Galt Hotel.....	100
Bearss* Hotel.....	460	Johnson's Garage.....	100
Carson Garage.....	460	Western Illinois Motor Co.....	100
Petoskey, Mich.—		Stevens Point, Wis.—	
Northern Auto & Elec. Co.....	791	Sellers Hotel.....	344
Piqua, O.—		Sturgeon Bay, Wis.—	
Hotel Plaza.....	622	The Cove.....	318
Plymouth, Ind.—		Syracuse, N. Y.—	
Kuhn's Garage.....	465	The Onondaga.....	432a
Pontiac, Ill.—		Terre Haute, Ind.—	
Imperial Hotel.....	86	Haddon Hall Garage.....	508
Central Garage.....	86	Tiffin, O.—	
Quincy, Ill.—		Standard Garage.....	615
Nichols Motor Car Co.....	183	Toledo, O.—	
Racine, Wis.—		Secor Hotel.....	438, 567, 751, 755
Hotel Racine.....	123	Standard Garage.....	438, 567, 613, 682, 751, 755, 816, 834
Wagner's Restaurant.....	124	United Garage.....	581
Brietzke & Pauli Garage.....	122	Traverse City, Mich.—	
Rensselaer, Ind.—		Park Place Hotel.....	769
Makeever House.....	72	Goode Garage.....	769
Rensselaer Garage.....	72	Urbana, Ill.—	
Richmond, Ind.—		Kirby Garage.....	503
Richmond Auto Inn.....	480	Valparaiso, Ind.—	
Rochelle, Ill.—		Hotel Spindler.....	415
Valentine & Son.....	852	Zimmerman's Garage.....	415
Rochester, Minn.—		Vandalia, Ill.—	
Wakefield Garage.....	393	Perkins Garage.....	515
Rochester, N. Y.—		Vincennes, Ind.—	
Hotel Rochester.....	720b	Johnson Auto Co.—	519
Rockford, Ill.—		Wapakoneta, O.—	
Roberts Garage.....	223	Hotel Steinberg.....	649
W. B. Taylor Auto Co. Garage.....	223	Warren, O.—	
Rock Island, Ill.—		Park Hotel.....	734
Totten Auto Co.....	179	Van Wye Auto Co.....	734
Rockville, Ind.—		Waterloo, Ia.—	
New Central Hotel.....	498	Ellis Hotel.....	902
Coleman Garage.....	498	Morris Motor Car Co.....	902
St. Joseph, Mich.—		Waukegan, Ill.—	
Edgewater Club.....	57, 455, 809	Griffin's Garage.....	241
Whitcomb Hotel.....	785	Waukesha, Wis.—	
St. Louis, Mo.—		Resthaven Hotel.....	255
St. Louis Taxicab Co.....	968	Wauseon, O.—	
St. Paul, Minn.—		Cron Motor Co.....	437
Hotel Ryan.....	389	Whitewater, Wis.—	
Salem, O.—		Place's Garage.....	278
Auto Cycle Co.....	730	Winamac, Ind.—	
Sandusky, O.—		"The Best" Garage.....	470
Sloane Hotel.....	588	Winchester, Ind.—	
Ogontz Garage.....	588	Canada Garage.....	570
Sheboygan, Wis.—		Youngstown, O.—	
Foeste Hotel.....	260	Tod House.....	734
Sioux City, Ia.—		Elton Auto & Repair Co.....	735
West Hotel.....	953	Ypsilanti, Mich.—	
Bennett Auto Supply Co.....	953	Hawkins House.....	448
South Bend, Ind.—		Dolson's Garage.....	448
The Oliver.....	412	Zanesville, O.—	
Studebaker Garage.....	412	Clarendon Hotel.....	663
20th Century Garage.....	56	Hotel Rogge.....	664
South Milwaukee, Wis.—		Price Garage.....	663
Hoffman's Garage.....	125		

INDEX TO GENERAL ADVERTISEMENTS

	Page		Page
Akron, O.....	The Diamond Rubber Co.....	Jeanette, Pa.....	Pennsylvania Rubber Co...Inside Front Cover
Alliance, O.....	Buckeye Jack Mfg. Co.....	Milltown, N. J.....	Michelin Tire Co.....
Beloit, Wis.....	Warner Instrument Co.....	Milwaukee, Wis.....	Kamlee Trunk Co.....
	Back Cover, Page 20 and Marginal Ads.	New York City, N. Y.....	Foster & Reynolds...
Boston, Mass.....	Couch & Seeley Co.....	New York City, N. Y.....	The Automobile.....
	Front of Book	New York City, N. Y.....	Motor Age.....
Boston, Mass.....	L. J. Muffy Co.....	New York City, N. Y.....	Star Starter Co.....
	Inside Back Cover	New York City, N. Y.....	Wolverine Lubricants Co., marginal ads & 10
Chicago, Ill.....	Atlas Auto Supply Co. E	Niagara Falls, N. Y.....	Leather Tire Goods Co...Facing Title Page
Chicago, Ill.....	The Automobile.....	Philadelphia, Pa.....	Fegley Tire Chain Co.....
Chicago, Ill.....	Motor Age.....		Inside Back Cover
Cleveland, O.....	Cleveland Speed Indicator Co.....	South Bend, Ind.....	Studebaker Automobile Co.....
Cleveland, O.....	Whitney Chemical Co.....		C. M. B. Wrench Co..
Detroit, Mich.....	Auto-Parts Co.....	Syracuse, N. Y.....	Champion Spark Plug Co.....
Detroit, Mich.....	Gray-Hawley Mfg. Co. 14	Toledo, O.....	Electric Speedometer Co...Inside Front Cover and marginal ads.
Grinnell, Ia.....	Morrison-Ricker Mfg. Co.....	Washington, D. C.....	
Indianapolis, Ind.....	American Motor Car Co...Inside Back Cover		

ABSTRACT OF AUTOMOBILE LAWS

In the Middle Western States and Ontario

- ARIZONA**No territorial regulation. Local speed ordinance.
- ARKANSAS**No state law.
- CALIFORNIA**Registration. Perpetual, with Secretary of State, Sacramento.
Fees. \$2.00 for registration; \$1.00, transfer.
Chauffeur's License. \$2.00 perpetual; owner driving requires none.
Numbers. Rear only. Not supplied.
Non-residents. Exempt if registered in home state; chauffeur also exempt.
Speed. Must not exceed 10 miles per hour where built up; 15 miles elsewhere in cities and towns; 20 miles open country; 4 miles on bridges, dams, curves and sharp descents. At all times not "greater than is reasonable and proper."
Fines. First offense, \$1 to \$10, or 1 to 30 days, or both; second, \$50 to \$100, or 1 to 30 days, or both; third and subsequent, \$100 to \$250, or 1 to 30 days, or both.
- COLORADO**Registration. No state laws. See city ordinances.
- ILLINOIS**Registration. Annually, with Secretary of State, Springfield.
Fees. \$2.00.
Chauffeur's License. \$1.00 annually. Owner driving requires none.
Numbers. Front and rear; rear illuminated and must not swing; not supplied.
Non-residents. Exempt if registered in home state and displaying numbers.
Speed. "Reasonable and proper;" 10 miles built-up sections; 15 miles residence sections; elsewhere, 20 miles; 6 miles on curves.
Fines. \$200 for racing.
- INDIANA**Registration. Perpetual, with Secretary of State, Indianapolis.
Fees. \$1.00
Chauffeur's License. None required.
Numbers. Front and rear, white on black background; not supplied.
Non-residents. Exempt if registered in home state and plates comply with above regulations.
Speed. "Reasonable and proper;" 8 miles built-up sections; 15 miles in other portions cities and towns; 20 miles elsewhere; reduce on bridges, curves, descents, etc., and for crossings.
Fines. First offense, \$50; second, \$100; third or subsequent, \$200.
- IOWA**Registration. Perpetual, with Secretary of State, Des Moines.
Fees. \$5.00.
Chauffeur's License. None required.
Numbers. Rear only; not supplied.
Non-residents. Exempt, provided registered in home state and numbers displayed.
Speed. "Reasonable and proper;" 10 miles in built-up sections; 15 miles elsewhere in cities or towns; 20 miles open country; reduce on all curves, bridges, descents and crossings.
Fines. First offense, \$25; second and subsequent, \$25 to \$50, or 30 days.
New legislation proposed, which, if passed, will materially change present law. Annual registration and graded fees are among the amendments proposed.

ABSTRACT OF AUTOMOBILE LAWS (Continued).

- KANSAS** None at date this volume goes to press, but new legislation is up for enactment.
- KENTUCKY** **Registration.** Annually, with Secretary of State, Frankfort.
Fees. 1-24 h. p., \$5; 25-49 h. p., \$10; 50 h. p. up, \$20.
Chauffeur's License. None required.
Numbers. Must be shown on glass fronts of front lamps, and on rear.
Non-residents. Exempt if registered in home state.
Speed. "Reasonable and proper;" 10 miles built-up sections; 15 miles through residence portions; 20 miles elsewhere; 8 miles on curves, etc.
Fines. \$20-\$50; \$50 to \$100 for using fictitious number.
- MICHIGAN** **Registration.** Annually, with Secretary of State, Lansing.
Fees. \$3.00.
Chauffeur's License. \$2.00 annually.
Numbers. Front and rear; must not swing; supplied by state.
Non-residents. Exempt if home state grants reciprocity.
Speed. "Reasonable and proper;" 10 miles in business sections; 15 miles other sections within limits of city or town; 25 miles open country. Reduce on bridges, dams, curves, descents and crossings.
Fines. First offense, \$1.00 to \$25.00 and costs; second offense, \$1.00 to \$50.00, or 30 days; third and subsequent offenses, \$1.00 to \$100.00 and costs, or 30 days, or both.
- MINNESOTA** **Registration.** Annually, with Secretary of State, St. Paul.
Fees. \$1.50.
Chauffeur's License. \$2.00; \$1.00 for renewal annually. Owner driving requires none.
Numbers. Front and rear; rear illuminated; supplied by state.
Non-residents. Exempt, provided numbers of home state are displayed, temporarily.
Speed. 7.5 miles over bridges, curves, descents; elsewhere "reasonable and proper;" not to exceed 25 miles an hour.
Fines. Violation a misdemeanor.
- MISSOURI** **Registration.** Annually with Secretary of State, Jefferson. All applications received on or before Aug. 1st, 1911, to be at regular annual fees and is effective until Jan. 31st, 1912.
Fees. \$2.00 under 12 h. p.; \$3.00 for 12 h. p. and under 24 h. p.; \$5.00 for 24 h. p. and under 36 h. p.; \$7.00 for 36 h. p. and under 48 h. p.; \$8.00 for 48 h. p. and under 60 h. p.; \$10.00 for 60 h. p. and under 72 h. p.; \$12.00 for 72 h. p. or more.
Chauffeur's License. \$1.50 annually; must be at least 18 years of age.
Numbers. One plate on rear, non-swinging, all others removed except as provided for non-residents.
Non-residents. Exempt for 20 days provided home state laws are complied with and home state initials and number displayed.
Speed. "Careful and prudent manner;" not exceeding 25 miles per hour for a distance of one-half mile.
Fines. First offense, \$25.00 to \$100.00; second, \$50.00 to \$500.00 or by imprisonment for 60 days or less and forfeit all rights and privileges provided for under the automobile law.

ABSTRACT OF AUTOMOBILE LAWS (Continued).

- NEBRASKA** Registration. Annually, with Secretary of State, Lincoln.
 Fees. \$1.00.
 Chauffeur's License. None required.
 Numbers. Rear only; not supplied.
 Non-residents. Exempt, unlimited, provided registered in home state.
 Speed. 10 miles built-up sections; 15 miles other sections cities or towns; 20 miles open country; no other regulations allowed.
 Fines. First offense, \$1.00 to \$25.00; second or subsequent offenses, \$25.00 to \$50.00, or 1 to 30 days.
- NEW MEXICO** No legislation.
- NEVADA** No legislation.
- NEW YORK** Registration. Jan. 31st, with Secretary of State, Albany.
 Fees. 25 h. p. and less, \$5.00; 25 to 34 h. p., \$10.00; 35 to 49 h. p., \$15.00; 50 h. p. or more, \$25.00. After four years, one-half the amount.
 Chauffeur's License. \$5.00 annually.
 Numbers. Front and rear, non-swinging, furnished by state.
 Non-residents. Exempt if home state grants reciprocity.
 Speed. "Careful and prudent manner;" not exceeding 30 miles.
 Fines. First offense, \$1 to \$100; second, third or subsequent, revocation of license for 6 months.
- ONTARIO** Registration. Provincial Secretary, Toronto.
 Fees. First year \$4.00, renewal \$2.00, required annually.
 Chauffeur's License. \$1.00 annually.
 Numbers. Front and rear illuminated. **Ontario Tags Only.**
 Non-residents. Not exempt.
 Speed. Must not exceed 10 miles per hour within city limits; 15 miles elsewhere.
- OHIO** Registration. Annually, with Secretary of State, Columbus.
 Fees. \$5.00, gasoline or steam; \$3.00, electric.
 Chauffeur's License. \$2.00, perpetual.
 Numbers. Front and rear, non-swinging, furnished.
 Non-residents. Exempt.
 Speed. 8 miles in built-up sections; 15 miles other sections cities or towns; elsewhere, 20 miles.
 Fines. First offense, \$1 to \$25; second, \$25 to \$50; third, \$50 to \$100, or 30 days.
 New legislation regarding fees and registration, etc., up for enactment at time this volume goes to press.
- PENNSYLVANIA** Registration. Annual, with State Highway Dept., Harrisburg.
 Fees. 1 to 20 h. p., \$5.00; 20 to 49 h. p., \$10.00; 50 h. p. and over, \$15.
 Chauffeur's License. \$2.00 annually. Owner driving requires none.
 Numbers. Front and rear; rear illuminated.
 Non-residents. Exempt for 10 days if home state grants reciprocity; chauffeur not exempt.
 Speed. "Reasonable and proper;" 12 miles cities and villages; 24 miles elsewhere.
 Fines. First offense, \$10 to \$25; second, \$25 to \$50; default, 20 days; third and subsequent, \$50 to \$200; default, 30 days.

ABSTRACT OF AUTOMOBILE LAWS (Continued).

SOUTH DAKOTA	Registration. Perpetual, with Secretary of State, Pierre. Fees. \$1.00. Chauffeur's License. None required. Numbers. Rear only; not supplied. Non-residents. Exempt, unlimited. Speed. 10 miles built-up portions; 15 miles other portions; 20 miles elsewhere. Fines. First offense, \$1 to \$25; second or subsequent, \$25 to \$50, or 1 to 30 days.
TENNESSEE	Registration. Perpetual, with Secretary of State, Nashville. Fees. \$2.00 and \$1.00 to register certificate with County Clerk. Chauffeur's License. None required. Numbers. Front and rear; not supplied. Non-residents. No provision. Speed. Not to exceed 20 miles. Fines. \$25 to \$100.
TEXAS	Registration. Perpetual, with County Clerk. Fees. \$0.50. Chauffeur's License. None required. Numbers. Conspicuous place. Non-residents. No special provision. Speed. 8 miles cities, towns, etc.; 18 miles elsewhere.
UTAH	Registration. Perpetual, with Secretary of State, Salt Lake City. Fees. \$2.00. Chauffeur's License. Perpetual, \$2.00. Numbers. Rear, non-swinging; not supplied. Non-residents. Exempt if carrying home numbers. Speed. "Reasonable and proper;" 10 miles built-up portions; 15 miles other portions; elsewhere, 20 miles; 6 miles on curves, etc.
WEST VIRGINIA	Registration. Annually, with State Auditor, Charleston. Fees. \$10.00 annually. Chauffeur's License. \$2.00. Numbers. Front and rear, supplied. Non-residents. Exempt if home state initials and numbers are displayed and reciprocity is granted. Fines. Punishable as a misdemeanor; first offense not to exceed \$100.00; second, \$50.00 to \$100.00, or imprisonment for 30 days, or both.
WISCONSIN	Registration. Perpetual, with Secretary of State, Madison. Fees. \$2.00. Chauffeur's License. None required. Numbers. Rear, supplied. Non-residents. Exempt if registered in home state. Speed. 12 miles in cities or towns; elsewhere, 25 miles; reduce for curves, intersections, etc. Fines. \$10 to \$25.

UNITED STATES-CANADIAN CUSTOMS

See also specific entries under "Ontario, Canada," in the Automobile Laws.

Under the ordinary regulations automobiles may be imported into Canada for touring purposes for a period of three months on the following conditions:

Bond for double the estimated duties based on appraisement of the car by the officer, said bond to be guaranteed by two Canadian citizens approved by the local Collector of Customs. Cash deposit of \$25.00, which is returned upon the exportation of the car.

The C. S. Warner Company, Customs House Brokers, of Niagara Falls (Canada); Niagara Falls Auto Transit Company, Niagara Falls, N. Y.; J. M. Duck, Windsor, Ont., and A. J. Chester, Sarnia, Ont., have, however, special arrangements with the Canadian government whereby they are able to furnish bond and Customs Touring Permit for a fee of \$5.00, no cash deposit being required. This permit can be mailed to the home of the intending tourist and is good for crossing into Canada at any point on the frontier, without formality. The same firm will also procure and send to the car owner with the permit the Ontario Provincial License, costing (with postage) \$4.30, thus in a double sense saving time and trouble to the intending tourist.

S. S. CONNECTIONS ON GREAT LAKES

The publishers regret that, due to the early issue of this volume, it was not possible to make this list more complete, as very few of the schedules are out until May.

ANCHOR LINE.

Boats between the following cities carry both passengers and automobiles:

Buffalo	Erie
Cleveland	Detroit
Mackinac Island	Sault Ste. Marie
Marquette	Portage Lake

Duluth

Sailings twice a week.

For time of sailings, freight and passenger rates, consult local representative. 1911 schedules not out as this volume goes to press.

CHICAGO AND DULUTH.

Boats between the following cities carry both passengers and automobiles: Mackinac Island Hancock Sault Ste. Marie Houghton

Duluth

For time of sailing, freight and passenger rates, consult local representative. 1911 schedules not out as this volume goes to press.

CHICAGO, RACINE AND MILWAUKEE LINE.

Chicago to Racine and Milwaukee, daily:

Leave Chicago.....	8:00 P. M.
Leave Racine.....	1:00 A. M.
Arrive Milwaukee.....	5:00 A. M.
Milwaukee to Racine and Chicago:	
Leave Milwaukee.....	8:00 P. M.
Leave Racine.....	10:30 P. M.
Arrive Chicago.....	5:00 A. M.

Rates.

Chicago to Milwaukee or Racine, one way	\$.50
Chicago to Milwaukee or Racine, round trip.....	1.00
Racine to Milwaukee, one way....	.25
Racine to Milwaukee, round trip..	.50

CHICAGO & SOUTH HAVEN STEAMSHIP COMPANY.

Sailing daily between May 1st and November 1st, at 9:00 p. m., between Chicago and South Haven, South Haven and Chicago.

Rates.

One way, runabout.....	\$4.00
One way, touring.....	6.00
Round trip, runabout.....	6.00
Round trip, touring.....	9.50

CROSBY TRANSPORTATION COMPANY.

Milwaukee to Muskegon, daily.

Leave.....	9:00 P. M.
Arrive at Grand Haven.....	5:00 A. M.
Arrive at Muskegon.....	7:30 A. M.

Muskegon to Milwaukee, daily.

Leave Muskegon.....	5:00 P. M.
Leave Grand Haven.....	10:20 P. M.
Arrive Milwaukee.....	6:00 A. M.

Fare, one way.....	\$2.00
Fare, round trip.....	3.50

Single Berth, \$1.00. Stateroom, \$2.00.

Automobiles, accompanied by passen-

gers, carried on steamers at following rates:

Runabouts (seating two people or less), \$7.00; round trip, \$10.00.

Touring cars (seating more than two people), \$10.00; round trip, \$15.00.

Motorcycles, accompanied by passenger, \$1.00 each way.

Tanks must be empty before car will be taken aboard steamer.

Automobile parties are furnished 3 gallons of gasoline free upon arrival at port of destination.

CRAWFORD TRANSPORTATION COMPANY.

Sailing daily between Chicago, Saugatuck and Douglas, leaving Chicago at 9:00 a. m.

Rates.

One way, runabout.....	\$5.00
One way, touring.....	6.00
Round trip, runabout.....	7.50
Round trip, touring.....	8.50

THE CLEVELAND & BUFFALO TRANSIT COMPANY.

Cleveland to Buffalo, daily—

Leave.....8:00 P. M. C. T.

Arrive.....7:30 A. M. E. T.

Buffalo to Cleveland—

Leave.....9:00 P. M. E. T.

Arrive.....6:30 A. M. C. T.

Fare, one way.....\$2.50

Round trip.....4.50

(Sleeping accommodations extra.)

Lower berths.....1.50

Upper berths.....1.00

Entire stateroom.....2.50

Parlors, with bath.....6.00

Tariff on machines, 86-inch wheel-

base or less, each.....6.00

Tariff on machines over 86 inches,

each9.00

Autos should be delivered at both Cleveland and Buffalo docks not later than 6 p. m., and all gasoline must be taken out when taken aboard.

This line also operates from Cleveland or Buffalo to Erie, Pa., to which point the charge for autos of any kind is \$5.00.

GOODRICH TRANSIT COMPANY.

Leave Chicago 8:15 p. m.

“ Milwaukee 8:15 p. m., arrive Chicago 5:00 a. m.

“ Chicago for Grand Haven and Muskegon, making connection with interior Michigan points, 7:45 p. m. daily, between May 15 and October 15. Remainder of the year leave Chicago 7:45 p. m. Mondays, Wednesdays and Fridays. Steamer leaves Muskegon 7:00 p. m., Grand Haven 9:15 p. m., daily, during period mentioned above; during Fall, Winter and Spring months leaves Tuesdays, Thursdays and Saturdays.

STEAMSHIP CONNECTIONS ON GREAT LAKES (Continued).

Autos are carried on these boats at rates ranging from \$7.50 to \$10.00, according to size of machines.

GRAHAM & MORTON TRANSPORTATION COMPANY.

Sailing daily between Chicago, Benton Harbor, St. Joseph and Holland, and vice versa, between June 26th and September 6th, at 9:00 a. m. and 8:00 p. m.

Rates.

Chicago to Benton Harbor and St. Joe, and vice versa.

One way, runabout.....	\$4.00
One way, touring.....	5.00
Round trip, runabout.....	6.00
Round trip, touring.....	7.00

Chicago to Holland and vice versa.

One way, runabout.....	\$ 6.00
Round trip, touring.....	7.50
Round trip, runabout.....	9.00
One way, touring.....	10.00

INDIANA TRANSPORTATION COMPANY.

Michigan City docks located at Franklin Street bridge, at Chicago; Graham & Morton Company, foot of Wabash Avenue. Boat leaves Michigan City every morning at 6:30; Chicago, Mondays, Wednesdays and Fridays at 6:45 p. m.; Tuesdays and Thursdays at 10:45 p. m. In addition there is a passenger boat that leaves Chicago at 10:00 a. m. daily, Michigan City 4:15 p. m. daily. Freight rates on automobiles are as follows:

Automobiles (single seat), one way, each O. R.....	\$3.00
Automobiles (single seat), Round trip, prepaid, O. R.....	5.00
Automobiles (two-seated), one way, O. R.....	4.00

Automobiles (two-seated), Round trip, prepaid, O. R..... 7.00
Our passenger rate is 55 cents one way; \$1.00 round trip; staterooms, \$1.50.

NORTHERN MICHIGAN LINE.

Boats between the following cities carry both passengers and automobiles: Chicago

Pentwater (via Transfer Steamer)
Manistee
Charlevoix
Mackinac Island
Ludington
Traverse City
Petoskey
St. Ignace

Sault Ste. Marie

Sailing daily.

For time of sailing, freight and passenger rates consult local representative.

UNITED STATES & DOMINION TRANSPORTATION COMPANY.

Lv. Duluth Sun. Mon. Wed. Thurs.

Leave Duluth Sun., Mon., Wed. and Thurs. 10:00 a. m. Fri. 2:00 p. m.

Arrive Port Arthur Mon., Tues., Thurs., Fri., Sat. 6:00 a. m.

Leave Port Arthur Mon., Thurs., Sat. 8:00 a. m. Tues. and Fri. 10:00 p. m.

Arrive Duluth Tues. and Fri., 9:00 a. m.; Sun., 1:30 a. m.; Wed. and Sat., 1:30 p. m.

Leave Sault Ste. Marie, Ont., Fri. and Mon., 4:00 p. m.

Arrive Owen Sound, Sun. and Wed. 6:00 a. m.

Leave Owen Sound, Mon., 10:15 p. m. Thurs, 7:00 p. m.

Arrive Sault Ste. Marie, Ont., Wed., 9:30 a. m.; Sat., 10:00 a. m.

BUREAU OF TOURING INFORMATION

The Official Automobile Blue Book has established a Bureau of Touring Information which is prepared to furnish information to subscribers regarding extended tours, and routes not contained in the several Blue Book volumes.

Send us the coupon on page 1116 and your name will be enrolled on our list of subscribers.

Address all communications to

Touring Bureau—Official Automobile Blue Book

910 South Michigan Ave., Chicago, or
243 West 39th St., New York City.

Heavy Lines Show Blue Book Routes



PRINCIPAL TRUNK-LINE ROUTES IN VOLUME 4

No attempt has been made in this tabulation to make this a complete trunk-line index, but rather to assist those who are contemplating extended tours in order that they may compare at a glance the numerous options offered in almost every case. This also shows how easy it is, by the use of chart in front of book, to lay out a trip with route numbers and mileages in a few moments.

The following is an index of the trips tabulated:

- | | |
|---------------------------------------|--|
| 1—Buffalo, N. Y., to Chicago, Ill. | 9—Chicago, Ill., to Pittsburg, Pa. |
| 2—Buffalo, N. Y., to Kansas City, Mo. | 10—Chicago, Ill., to St. Paul, Minn. |
| 3—Buffalo, N. Y., to Omaha, Nebr. | 11—Chicago, Ill., to Cincinnati, O. |
| 4—Pittsburg, Pa., to Kansas City, Mo. | 12—Omaha, Nebr., to Chicago, Ill. |
| 5—Pittsburg, Pa., to Chicago, Ill. | 13—Omaha, Nebr., to Buffalo, N. Y. |
| 6—Pittsburg, Pa., to Omaha, Nebr. | 14—Kansas City, Mo., to Buffalo, N. Y. |
| 7—Chicago, Ill., to Omaha, Nebr. | 15—Kansas City, Mo., to Pittsburg, Pa. |
| 8—Chicago, Ill., to Buffalo, N. Y. | 16—St. Paul, Minn., to Chicago, Ill. |

	Route Nos.	Miles.
1-a BUFFALO, N. Y., TO CHICAGO, ILL.		
Buffalo, N. Y., to Cleveland, O.....	382	195.1
Cleveland to Toledo, O.....	395	119.2
Toledo, O., to South Bend, Ind.....	311	166.0
South Bend, Ind., to Chicago, Ill.....	201	101.6
Total Mileage		581.9
An option between Cleveland and Toledo via Sandusky is Route 396; mileage, 119.8.		
An option between South Bend and Chicago via Michigan City is Route 202; mileage, 103.8.		

1-b BUFFALO, N. Y., TO CHICAGO, ILL.		
Buffalo, N. Y., to Cleveland, O.....	382	195.1
Cleveland, O., to South Bend, Ind.....	398	275.1
South Bend, Ind., to Chicago, Ill.....	201	101.6
Total Mileage.....		571.8
An option between South Bend and Chicago via Michigan City is Route 202; mileage, 103.8.		

1-c BUFFALO, N. Y., TO CHICAGO, ILL.		
Buffalo, N. Y., to Hamilton, Ont.....	494	50.5
Hamilton to London, Ont.....	495	79.7
London, Ont., to Detroit, Mich.....	496	141.7
Detroit, Mich., to South Bend, Ind.....	451	208.5
South Bend, Ind., to Chicago, Ill.....	201	101.6
Total Mileage.....		582.0
An option between Detroit and South Bend is Route 454; mileage, 191.3.		
An option between South Bend and Chicago via Michigan City is Route 202; mileage, 103.8.		

2-a BUFFALO, N. Y., TO KANSAS CITY, MO.		
Buffalo, N. Y., to Cleveland, O.....	382	195.1
Cleveland, O., to Fort Wayne, Ind.....	399	215.7
Fort Wayne to Indianapolis, Ind.....	292	137.1
Indianapolis to Terre Haute, Ind.....	236	70.5
Terre Haute, Ind., to St. Louis, Mo.....	246	173.1
St. Louis to Kansas City, Mo.....	603	310.5
Total Mileage.....		1102.0

Those desiring to go to Toledo from Cleveland, use Route 395, via Elyria 119.2 miles, or Route 396 via Sandusky 119.8 miles; and from Toledo to Fort Wayne use Route 309, mileage 115.6.

An option between Fort Wayne and Indianapolis via Marion, Ind., is Route 291; mileage, 136.5.

2-b BUFFALO, N. Y., TO KANSAS CITY, MO.		
Buffalo, N. Y., to Cleveland, O.....	382	195.1
Cleveland to Columbus, O.....	388	170.9
Columbus, O., to Indianapolis, Ind.....	358	176.4
From Indianapolis to Kansas City, follow Trunk-line Route 11-a.....		554.1
Total Mileage.....		1096.5

An option between Columbus and Indianapolis via Vandalia is Route 358-A; mileage, 171.6.

TRUNK-LINE ROUTES (Continued).

2-c BUFFALO, N. Y., TO KANSAS CITY, MO.

Use Trunk-line Route 1-a, b or c to Chicago.....	581.9
Chicago to Bloomington, Ill.....	18 148.0
Bloomington to Springfield, Ill.....	57 78.1
Springfield, Ill., to St. Louis, Mo.....	83 108.7
St. Louis to Kansas City, Mo.....	603 310.5
Total Mileage.....	1227.2

3 BUFFALO, N. Y., TO OMAHA, NEB.

Use Trunk-line Route 1-a, b or c Buffalo, N. Y. to Chicago, Ill.....	571.8
Use Trunk-line Route 7-a or b, Chicago, Ill., to Omaha, Neb.....	522.5
Total Mileage.....	1094.3

4 PITTSBURG, PA., TO KANSAS CITY, MO.

Pittsburg, Pa., to Wheeling, W. Va.....	751-R 61.7
Wheeling, W. Va., to Columbus, O.....	753 128.1
Columbus, O., to Indianapolis, Ind.....	358 176.4
Indianapolis to Terre Haute, Ind.....	236 70.5
Terre Haute, Ind., to St. Louis, Mo.....	246 173.1
St. Louis to Kansas City, Mo.....	603 310.5
Total Mileage.....	920.3

An option between Columbus and Indianapolis via Vandalia is Route 358-A; mileage, 171.6.

5-a PITTSBURG, PA., TO CHICAGO, ILL.

Pittsburg, Pa., to Cleveland, O.....	757 129.2
Use either 1-a or 1-b Cleveland, O., to Chicago, Ill.	376.7
Total Mileage.....	505.9

An option between Pittsburg and Cleveland via Youngstown is Route 758; mileage, 135.4.

5-b PITTSBURG, PA., TO CHICAGO, ILL.

Pittsburg, Pa., to Canton, O.....	759 97.8
Canton to Lima, O.....	380 153.4
Lima, O., to Fort Wayne, Ind.....	330 65.8
Fort Wayne to South Bend, Ind.....	281 78.5
South Bend, Ind., to Chicago, Ill.....	201 101.6
Total Mileage.....	497.1

An option between South Bend and Chicago via Michigan City is Route 202; mileage 103.8.

5-c PITTSBURG, PA., TO CHICAGO, ILL.

Use Trunk-line Route 4, Pittsburg, Pa., to Indian- apolis, Ind.....	366.2
Indianapolis to Lafayette, Ind.....	275 67.6
Lafayette, Ind., to Chicago, Ill.....	271 137.2
Total Mileage.....	571.0

5-d PITTSBURG, PA., TO CHICAGO, ILL.

Pittsburg, Pa., to Wheeling, W. Va.....	751-R 61.7
Wheeling, W. Va., to Columbus, O.....	753 128.1
Columbus to Lima, O.....	360 89.4
Lima, O., to Fort Wayne, Ind.....	330 65.8
Fort Wayne to South Bend, Ind.....	281 78.5
South Bend, Ind., to Chicago, Ill.....	201 101.6
Total Mileage.....	525.1

An option between South Bend and Chicago via Michigan City is Route 202; mileage, 103.8.

6-a PITTSBURG, PA., TO OMAHA, NEB.

Use Trunk-line Route 5-a, b or c, Pittsburg, Pa., to Chicago, Ill.....	497.1
Use Trunk-line Route 5-a or b Chicago, Ill., to Omaha, Neb.....	522.5
Total Mileage.....	1019.6

TRUNK LINE ROUTES (Continued)

	Route Nos.	Miles.
6-b PITTSBURG, PA., TO OMAHA, NEB.		
apolis, Ind.....		366.2
Use Trunk-line Route 4, Pittsburg, Pa., to Indian-		
Indianapolis, Ind., to Champaign, Ill.....	238	126.1
Champaign to Bloomington, Ill.....	86	54.5
Bloomington to Peoria, Ill.....	59	43.3
Peoria to Galesburg, Ill.....	66	53.6
Galesburg, Ill., to Davenport, Ia.....	74	48.5
Davenport to Des Moines, Ia.....	525	187.0
Des Moines, Ia., to Omaha, Neb.....	571	163.0
Total Mileage.....		1042.2
7-a CHICAGO, ILL., TO OMAHA, NEB.		
Chicago, Ill., to Clinton, Ia.....	25	147.6
Clinton to Cedar Rapids, Ia.....	505	89.9
Cedar Rapids, Ia., to Omaha, Neb.....	536	297.2
Total Mileage.....		534.7
7-b CHICAGO, ILL., TO OMAHA, NEB.		
Chicago, Ill., to Davenport, Ia.....	27	172.5
Davenport to Des Moines, Ia.....	525	187.0
Des Moines, Ia., to Omaha, Neb.....	571	163.0
Total Mileage.....		522.5
8-a CHICAGO, ILL., TO BUFFALO, N. Y.		
Chicago, Ill., to South Bend, Ind.....	1	101.6
South Bend, Ind., to Cleveland, O.....	207	275.1
Cleveland, O., to Buffalo, N. Y.....	381	195.1
Total Mileage.....		571.8
An option between Chicago and South Bend via Michigan City is Route 3; mileage, 103.8.		
Those desiring to go to Toledo from South Bend, use Route 206, mileage 166.0; and from Toledo to Cleveland either Route 301 via Elyria, mileage 119.2, or Route 302 via Sandusky, mileage 119.8.		
8-b CHICAGO, ILL., TO BUFFALO, N. Y.		
Chicago, Ill., to South Bend, Ind.....	1	101.6
South Bend, Ind., to Detroit, Mich.....	210	208.5
Detroit, Mich., to London, Ont.....	490	141.7
London to Hamilton, Ont.....	491	79.7
Hamilton, Ont., to Buffalo, N. Y.....	492	50.5
Total Mileage.....		582.0
An option between Chicago and South Bend via Michigan City is Route 3; mileage, 103.8.		
An option between South Bend and Detroit is Route 212; mileage, 191.3.		
9-a CHICAGO, ILL., TO PITTSBURG, PA.		
Use Trunkline Route 6-a, Chicago, Ill., to Cleve-		
land, O.....		376.7
Cleveland, O., to Pittsburg, Pa.....	384	129.2
Total Mileage.....		505.9
An option between Cleveland and Pittsburg via Youngstown is Route 385; mileage, 135.4.		
9-b CHICAGO, ILL., TO PITTSBURG, PA.		
Chicago, Ill., to South Bend, Ind.....	1	101.6
South Bend to Fort Wayne, Ind.....	209	78.5
Fort Wayne, Ind., to Lima, O.....	288	65.8
Lima to Canton, O.....	325	153.4
Canton, O., to Pittsburg, Pa.....	374	97.8
Total Mileage.....		497.1
An option between Chicago and South Bend via Michigan City is Route 3; mileage, 103.8.		
9-c CHICAGO, ILL., TO PITTSBURG, PA.		
Chicago, Ill., to Lafayette, Ind.....	11	137.2
Lafayette to Indianapolis, Ind.....	221	67.6
Indianapolis, Ind., to Columbus, O.....	228	176.4
Columbus, O., to Wheeling, W. Va.....	353	128.1
Wheeling, W. Va., to Pittsburg, Pa.....	751	61.7
Total Mileage.....		571.0
An option between Indianapolis and Columbus via Vandalia is Route 229; mileage, 171.6.		

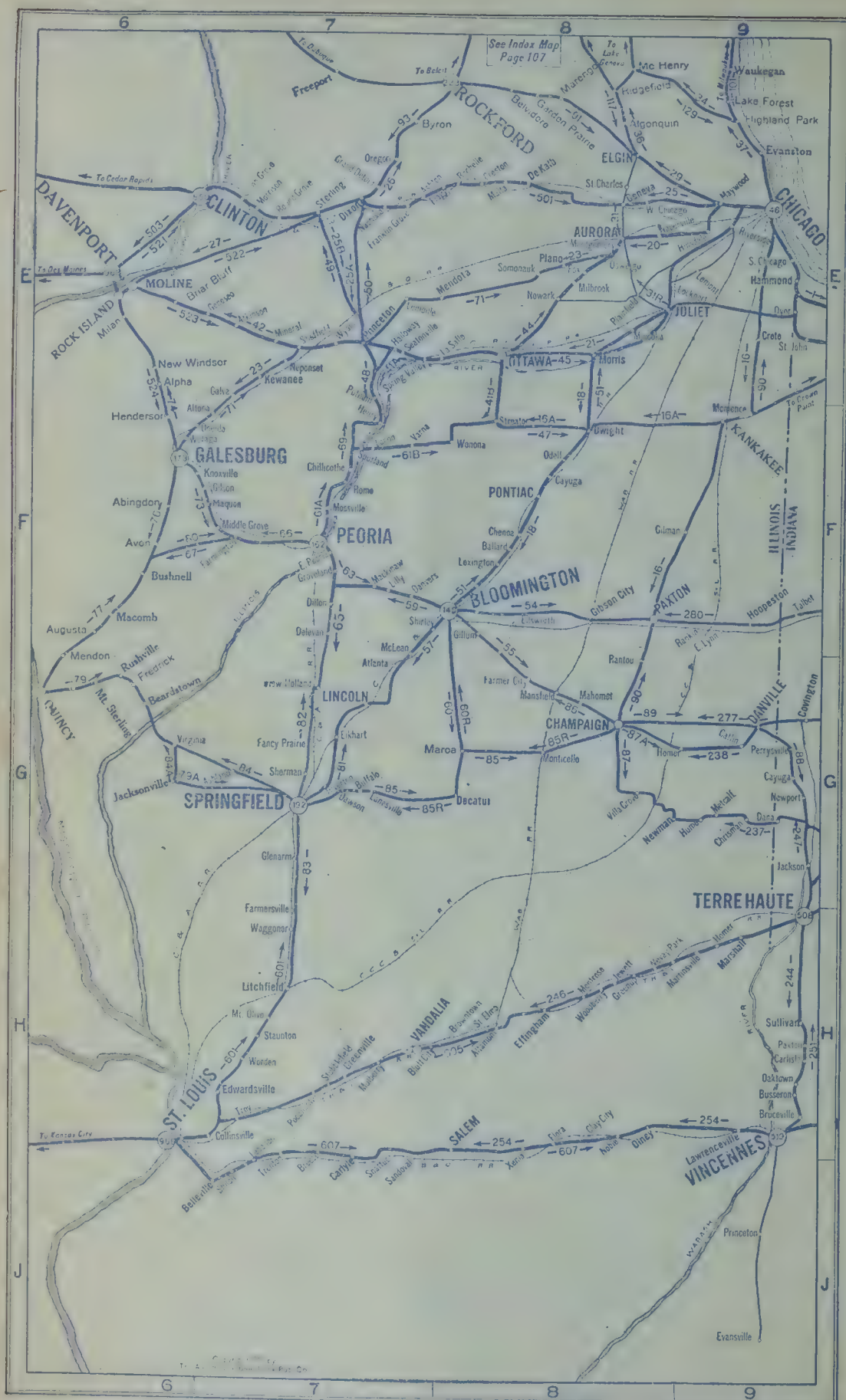
TRUNK LINE ROUTES (Continued)

	Route Nos.	Miles.
9-d CHICAGO, ILL., TO PITTSBURG, PA.		
Chicago, Ill., to South Bend, Ind.....	1	101.6
South Bend to Fort Wayne, Ind.....	209	78.5
Fort Wayne, Ind., to Lima, O.....	288	65.8
Lima to Columbus, O.....	327	89.4
Columbus, O., to Wheeling, W. Va.....	353	128.1
Wheeling, W. Va., to Pittsburg, Pa.....	751	61.7
Total Mileage.....		525.1
An option between Chicago and South Bend via Michigan City is Route 3; mileage, 103.8.		
10-a CHICAGO, ILL., TO ST. PAUL, MINN.		
Chicago, Ill., to Madison, Wis.....	34	149.0
Madison to La Crosse, Wis.....	134	145.6
La Crosse, Wis., to St. Paul, Minn.....	190	162.1
Total Mileage.....		456.7
10-b CHICAGO, ILL., TO ST. PAUL, MINN.		
Chicago, Ill., to Milwaukee, Wis.....	37	92.0
Milwaukee to Fond du Lac, Wis.....	113	62.0
Fond du Lac to Oshkosh, Wis.....	142	19.0
Oshkosh to Stevens Point, Wis.....	148	79.1
Stevens Point to Eau Claire, Wis.....	180	129.4
Eau Claire, Wis., to St. Paul, Minn.....	181	87.0
Total Mileage.....		468.5
An option between Chicago and Milwaukee via the inside route is Route 38; mileage, 92.7.		
10-c CHICAGO, ILL., TO ST. PAUL, MINN.		
Chicago, Ill., to Clinton, Ia.....	25	147.6
Clinton to Cedar Rapids, Ia.....	505	89.9
Cedar Rapids to Waterloo, Ia.....	537	59.0
Waterloo, Ia., to St. Paul, Minn.....	550	210.8
Total Mileage.....		507.3
10-d CHICAGO, ILL., TO ST. PAUL, MINN.		
Chicago to Rockford, Ill.....	29	86.3
Rockford, Ill., to Dubuque, Ia.....	95	95.0
Dubuque to Waterloo, Ia.....	515	90.7
Waterloo, Ia., to St. Paul, Minn.....	550	210.8
Total Mileage.....		482.8
11-a CHICAGO, ILL., TO CINCINNATI, O.		
Chicago, Ill., to Lafayette, Ind.....	11	137.2
Lafayette to Indianapolis, Ind.....	221	67.6
Indianapolis, Ind., to Cincinnati, O.....	230	138.0
Total Mileage.....		342.8
An option between Indianapolis and Cincinnati is Route No. 231; mileage, 112.2.		
11-b CHICAGO, ILL., TO CINCINNATI, O.		
Chicago, Ill., to South Bend, Ind.....	1	101.6
South Bend to Fort Wayne, Ind.....	209	78.5
Fort Wayne, Ind., to Cincinnati, O.....	289	166.8
Total Mileage.....		346.9
An option between Chicago and South Bend via Michigan City is Route No. 3; mileage, 103.8.		
12-a OMAHA, NEB., TO CHICAGO, ILL.		
Omaha, Neb., to Cedar Rapids, Ia.....	611	297.2
Cedar Rapids to Clinton, Ia.....	531	89.9
Clinton, Ia., to Chicago, Ill.....	501	147.6
Total Mileage.....		534.7
12-b OMAHA, NEB., TO CHICAGO, ILL.		
Omaha, Neb., to Des Moines, Ia.....	612	163.0
Des Moines to Davenport, Ia.....	573	187.0
Davenport, Ia., to Chicago, Ill.....	522	172.5
Total Mileage.....		522.5

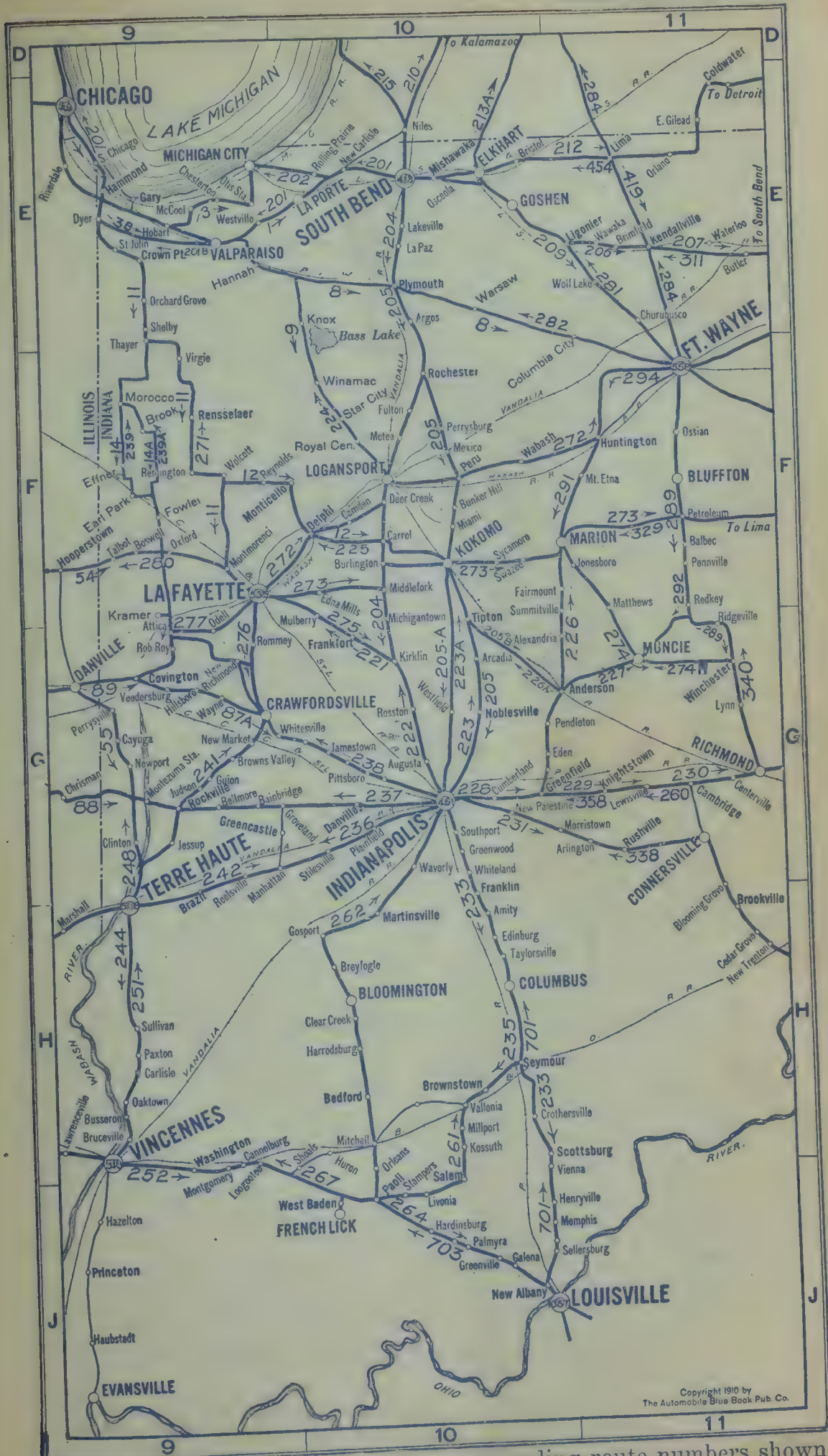
TRUNK LINE ROUTES (Continued)

		Route Nos.	Miles.
13	OMAHA, NEB., TO BUFFALO, N. Y.		
	Use trunk-line Route 12 a or b, Omaha to Chicago		522.5
	Use trunk-line Route 8 a or b, Chicago to Buffalo		571.8
	Total Mileage		1094.3
14-a	KANSAS CITY, MO., TO BUFFALO, N. Y.		
	Kansas City to St. Louis, Mo.....	651	310.5
	St. Louis to Terre Haute, Ind.....	605	173.1
	Terre Haute to Indianapolis, Ind.....	242	70.5
	Indianapolis to Fort Wayne, Ind.....	227	137.1
	Fort Wayne, Ind., to Cleveland, O.....	286	215.7
	Cleveland, O., to Buffalo, N. Y.....	381	195.1
	Total Mileage		1102.0
	An option between Indianapolis and Fort Wayne via Marion, Ind., is Route No. 226; mileage, 136.5.		
14-b	KANSAS CITY, MO., TO BUFFALO, N. Y.		
	Follow trunk-line Route 14-a from Kansas City to Indianapolis, Ind.....		554.1
	Indianapolis to Columbus, O.....	228	176.4
	Columbus to Cleveland, O.....	351	170.9
	Cleveland to Buffalo, N. Y.....	381	195.1
	Total Mileage		1096.5
14-c	KANSAS CITY, MO., TO BUFFALO, N. Y.		
	Kansas City to St. Louis, Mo.....	651	310.5
	St. Louis, Mo., to Springfield, Ill.....	601	108.7
	Springfield to Bloomington, Ill.....	81	78.1
	Bloomington to Chicago.....	51	148.0
	From Chicago to Buffalo follow trunk-line Route 6 a or b.....		571.8
	Total Mileage		1217.1
15	KANSAS CITY, MO., TO PITTSBURG, PA.		
	Kansas City to St. Louis, Mo.....	651	310.5
	St. Louis, Mo., to Terre Haute, Ind.....	605	173.1
	Terre Haute to Indianapolis, Ind.....	242	70.5
	Indianapolis, Ind., to Columbus, O.....	228	176.4
	Columbus, O., to Wheeling, W. Va.....	353	128.1
	Wheeling, W. Va., to Pittsburg, Pa.....	751	61.7
	Total Mileage		920.3
16-a	ST. PAUL, MINN., TO CHICAGO, ILL.		
	St. Paul, Minn., to La Crosse, Wis.....	192	162.1
	La Crosse to Madison, Wis.....	185	145.6
	Madison to Chicago.....	129	149.0
	Total Mileage		456.7
16-b	ST. PAUL, MINN., TO CHICAGO, ILL.		
	St. Paul, Minn., to Eau Claire, Wis.....	193	87.0
	Eau Claire to Stevens Point, Wis.....	183	129.4
	Stevens Point to Oshkosh, Wis.....	176	79.1
	Oshkosh to Fond du Lac, Wis.....	143	19.0
	Fond du Lac to Milwaukee, Wis.....	136	62.0
	Milwaukee to Chicago (shore route).....	101	92.0
	Total Mileage		468.5
16-c	ST. PAUL, MINN., TO CHICAGO, ILL.		
	St. Paul, Minn., to Waterloo, Ia.....	194	210.8
	Waterloo to Cedar Rapids, Ia.....	542	59.0
	Cedar Rapids to Clinton, Ia.....	531	89.9
	Clinton to Chicago	501	147.6
	Total Mileage		507.3
16-d	ST. PAUL, MINN., TO CHICAGO, ILL.		
	St. Paul, Minn., to Waterloo, Ia.....	194	210.8
	Waterloo to Dubuque, Ia.....	541	90.7
	Dubuque, Ia., to Rockford, Ill.....	511	95.0
	Rockford to Chicago.....	91	86.3
	Total Mileage		482.8

Illinois Index Map

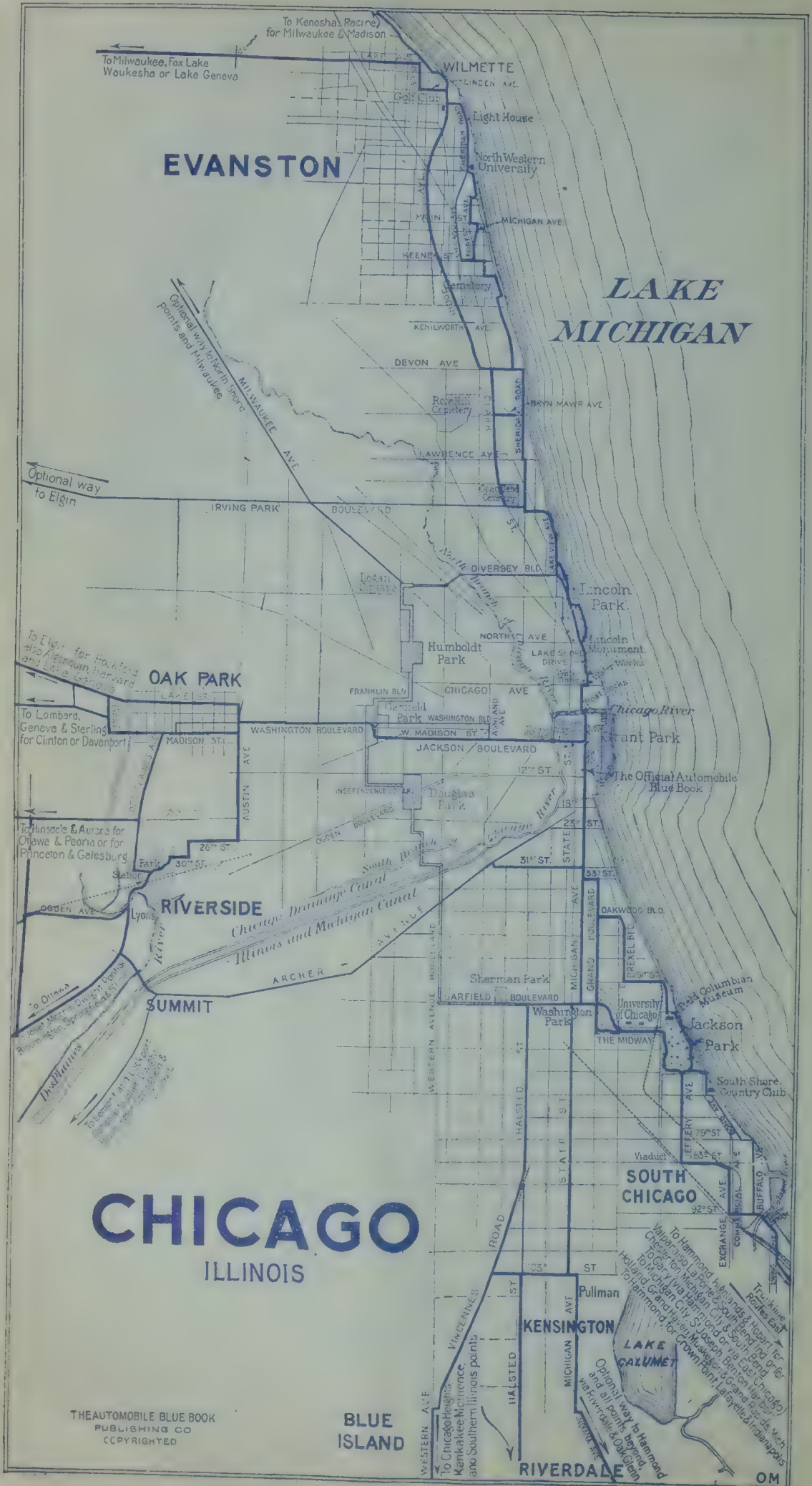


The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map, which is placed at head of corresponding section.



The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map.

Chicago City Map



The Moraine

Highland Park, Illinois



Twenty-five miles from Chicago, on Sheridan Road

OPEN ALL THE YEAR

Situated on high bluffs overlooking Lake Michigan

THE ride to the Moraine is a continual delight, through the most beautiful suburban district in the West, making it the most popular short run out of Chicago.

This hotel is one of the most modern and best equipped out-of-town establishments in the country.

Special accommodations for chauffeurs.

☛ Handsome descriptive booklet on application.

Chicago Automobile Headquarters

(New) SOUTHERN HOTEL

Michigan Boulevard and 13th Street, CHICAGO, ILLINOIS

In the Center of the Automobile District. Ten Minutes' Walk to Down Town Shopping District. ALEX. DRYBURGH, President and Manager. C. H. SHAW, Treasurer

CHICAGO'S MOST COMPLETE AND ARTISTIC HOTEL

**300
Newly
Furnished
Rooms**

**Absolutely
Fireproof**

**Circulating
Ice Water
in Every
Room**



**200
With
Private
Bath**

**High-Class
Restaurants
for Ladies
and
Gentlemen
at Moderate
Prices**



Lexington Hotel

500 Rooms Fireproof

Michigan Blvd. and 22d Street

Situated on the Greatest Automobile Street in the world and in the center of the Automobile trade.

We want the Automobile Trade and know we can please them.

Under new management since July, 1909. We have three Cafes newly decorated and refurnished.

— ALSO OPERATING —

Hotel Montrose, Cedar Rapids, Ia.

The Best Hotel Between Omaha and Chicago. MONTROSE & McHUGH, Props.

CHICAGO SECTION

ROUTES 1 TO 40.

Route Center—All routes starting from Chicago are begun at the intersection of Jackson & Michigan Boulevards, for this is not only the central point north and south, but Jackson Boulevard, in connection with Washington Boulevard, is the only street offering a suitable exit east and west through the city, therefore practically all travel in any direction must use either Jackson or Michigan Boulevard. In addition to this, it is within two blocks of the heart of the city and still away from the rush of business traffic and within easy reach of all the principal downtown hotels.

Points of Interest—Chicago, rather aptly termed "The Garden City," is the second city in America and the fourth city in the world from point of population, and the largest railroad center in the world. The growth of Chicago has been phenomenal, even for an American city, as it was not until 1840 that it was incorporated as a city, with 5,500 inhabitants; today the population is well over 2,200,000. The first authentic records of early settlers come through the writings of La Salle, who visited the Chicago River during the winter of 1682, although at about the same time this section was traversed by Joliet and Marquette. Nothing in the way of settlement was attempted by this government until 1804, when **Fort Dearborn** was erected. This stood as a government post for protection against Indians until 1812, when the garrison, in attempting to escape to St. Joseph, Michigan, were ambushed by supposedly friendly Indians and massacred. The location of the fort, which is now occupied by a warehouse, is marked by a tablet at the junction of Michigan Ave. & Water St., just south of Rush St. bridge. The story of the massacre is perpetuated through a monument erected by the late George M. Pullman at the corner of 18th St. & Prairie Ave.

Two years later the fort was rebuilt, but as late as 1831 was still a village with only 100 inhabitants. After the incorporation as a city in 1840 the population increased in leaps and bounds, with a corresponding increase in commercial enterprise, until in 1871 Chicago had become one of the leading commercial centers of this country. On October 8-10 of this year the city was visited by a holocaust, known as "the Chicago fire," which, starting on the west side, swept over an area of about 3½ square miles, destroying 18,000 buildings at a loss of over \$200,000,000 and left 100,000 families homeless. Recovery from the disaster was as rapid as the early growth of the city, and in a few years the only trace was the improved character of streets and buildings.

The stranger, before leaving Chicago, will find it well worth his time to make at least a partial circuit of the **Boulevard System**, which offers an opportunity of seeing how extensively this work has been carried forth and also a chance to see the more important monuments of the city. Starting from Grant Park on right (see city map), following Michigan Ave. north across Rush St. bridge into Lake Shore Drive, one of the finest residence streets in Chicago, running into Lincoln Park, among the attractions of which are conservatories, statues of Lincoln (by St. Gaudens), Grant (by Rebisso) and LaSalle. The Zoo is also located here. At the north side of the park, follow Diversey Boul. west into Logan Square, then south through Humboldt Park, statues of Humboldt, Ericson and Reuter, following Franklin Boul. into Garfield Park, Victoria and Robert Burns statues, also very extensive conservatories and flower beds. Leaving the park at southern exit, follow main boulevard system to Douglas Park, running south again on boulevard, passing City House of Correction on right, curving left, crossing drainage canal at McCormick Harvester Works, following Western and Garfield Bous. into Washington Park, with its equestrian statue of Washington (French & Potter); this park is also notable for its extensive greens and flower gardens. Leaving Washington Park, run into Midway, passing Chicago University on left, to Jackson Park, which was the main site of the World's Columbian Exposition in 1893, the only buildings remaining being the old Art Building, known as Field Columbian Museum, Japanese Tea House on one of the islands in lagoon, the German Building, kept up as a cafe. Adjoining the Yacht Club at the north lagoon will be found a reproduction of the Viking ships used by Columbus, and just south of the Park are the grounds of the South Shore Country Club. Following main boulevard system back into the city the equestrian statue of General Logan is passed at northern end of Park. A trip of this nature is really necessary to give the stranger an idea of the great work that has been accomplished to change was was originally a swamp into one of the finest cities in the

Route 1

Chicago Section

United States. To further realize what a great work has been done, it is only necessary to state that what is now Grant Park was practically all under water and the Illinois Central tracks on piles, 30 years ago.

In addition to being the greatest railroad center in the world, Chicago has the largest market for live stock and is the first grain port in the world. Most visitors wish to take at least a glance at the **Union Stock Yards**, established in 1865, located at the junction of So. Halsted & 40th Sts. In area the yards exceed 400 acres, having facilities for taking care of 50,000 cattle, 200,000 hogs, 30,000 sheep and 5,000 horses. The grain market in the **Board of Trade Building**, located at the corner of Jackson Boul. & La Salle St., is well worth a visit, there being a gallery set apart for visitors who can gain admittance during trading hours, which are 9:30 a. m. to 1:30 p. m., except on Saturdays.

In visiting some of the more important buildings and institutions, the **Art Institute of Chicago**, located on Michigan Ave. at the foot of Adams St., will attract attention, as it is the largest and most comprehensive school of its kind in America. This imposing structure, built in semi-classical style in 1892-93, contains valuable collections of paintings, sculpture and other objects of art. The Institute is open daily from 9:00 to 5:00 (Sundays 1:00 to 5:00). Admission of 25c is charged except on Wednesdays, Saturdays and Sundays. The **Field Columbian Museum** in Jackson Park stands as a memorial of the World's Fair, which, in 1893, made Chicago the center of the world. The nucleus for this museum was formed by contributions from exhibitors at the Exposition, the original intention being to name it "The Columbian Museum," but the munificent endowment of \$1,000,000 by Marshall Field caused the donor's name to be prefixed. It is more than merely a museum, for a course of popular lectures are maintained, a series of publications issued and several scientific expeditions are sent into the field to augment its collections. The **Academy of Science**, located in Lincoln Park, opposite Center St., was founded in 1857. Although its collection of birds, etc., was destroyed by the fire of 1871, it was re-established after a hard struggle through the magnanimity of Mathew Lafin and the present building erected in 1893.

The most important of the libraries are **The Public Library**, corner of Michigan Boulevard & Randolph St.; **The Newberry Library**, endowed by Walter Newberry, located at the corner of Clark St. & Walton Place, on the north side of the city, is a handsome granite structure with noteworthy collections on history, philology and music; **John Crerar Library**, established by a bequest of John Crerar, is a free reference library of scientific and technical literature, occupying temporary quarters on the 6th floor of the Marshall Field building at present; **Chicago Historical Society**, one of the oldest institutions of the city, possesses numerous paintings, manuscripts and historical relics, with quite an extensive library, and is located at the corner of Dearborn Ave. & Ontario St.

Route 1—Chicago to South Bend, Ind.—101.6 m.

Route map, page 55

Reverse route, No. 201

Via Hammond, Hobart, Valparaiso and Laporte, over macadam or gravel roads the entire distance. In connection with this see Route No. 3 to SO. BEND via MICHIGAN CITY.

This is by far the most traveled route between these two important points, and although a great deal of work has been done on the Michigan City route during the past year, the roads via La Porte have been materially improved. In addition to this the larger towns are more numerous on this route, accommodations much better, and it will probably continue to be the popular route for 1911.

Descriptive Outline—Running south on Michigan Ave., follow the boulevard system through the finest residence sections of the South Side, following along close to shore of Lake Michigan in Jackson Park, passing Field Columbian Museum and old German Building into South Chicago. Here are located the enormous steel plants of the United States Steel Corporation, familiarly known as the "South Works." In connection with this plant are the largest rolling mills in the world, covering over 300 acres. The location of these and other industries in South Chicago, with its harbor facilities, has given rise to the statement that this was the natural location of Chicago proper. Leaving South Chicago, the Indiana-Illinois state line is crossed. **Hammond** is a thriving manufacturing city with more railroads passing through its limits than any other city of its size in the world. Just south of Hammond the route heads east through Hobart to **Valparaiso**, best known as the location of the Valparaiso University.

Chicago Section

Route 1

There are small lakes on both north and south sides of the city, where thriving summer resorts are located during the summer months. At Door Village, just east of Westville, a memorial stone has been erected by the La Porte County Historical Society commemorating the building of a fort at this spot during the Black Hawk War, when word was sent from Fort Dearborn that Indians were about to attack the village. Main St. of La Porte is supposed to be built on the old Indian trail between Detroit and Illinois. Here is located the Interlaken School for Boys, founded by Dr. Edward Rumely. Numerous small lakes are located near here and the city is noted for its fine maple trees and residences. It is also a thriving manufacturing city, special concerns being the Rumely Thrashing Machine Company, Cable Piano Company and Fox Woolen Mills. In this city the famous Belle Gunness horror of three years ago took place.

MILEAGES (For this and optional exits, see Chicago city map, page 48.)
Total Intermediate

- | | | |
|------|-----|--|
| 0.0 | 0.0 | CHICAGO , Michigan Ave. & Jackson Blvd. |
| | | Start south on Michigan Ave., running along Grant Park (on left) through Chicago's "Automobile Row." Take care not to pass. |
| 3.0 | 3.0 | 33rd St. —red guide lights on both corners; turn left 3 blocks. |
| 3.3 | 0.3 | South Park Ave. ; turn right, following boul. lights, crossing car tracks at 35th St., running onto Grand Boul., follow same. |
| 4.1 | 0.8 | Oakwood Boul. —elevated short distance ahead; turn left, |
| 4.6 | 0.5 | Cross trolleys and bear right into Drexel Boul., running under elevated just beyond; go straight ahead |
| 6.0 | 1.4 | End of boulevard—Washington Park over to right; turn left into 51st St. Boul. running under I. C. tracks (6.9 m). |
| 7.0 | 1.0 | Turn right into East End Ave. |
| 7.7 | 0.7 | Jackson Park —Field Columbian Museum straight ahead; turn left, curving right along shore of lake past German Building (on right), follow lake drive curving right with same along lagoon (8.8 m). |
| 9.2 | 1.5 | Fork; turn sharp right away from lagoon and immediately left at next turn, going straight out of park onto Jeffery Ave., which follow across RR. at Bryn Mawr (10.0 m) and again (10.5 m) |
| 11.4 | 2.2 | 83rd St. —trolley and RR. embankment (on right); turn sharp left away from trolleys for about a mile. |
| 12.5 | 1.1 | Right-hand diagonal street RR. straight ahead; bear right into Baltimore Ave., taking next right again into Exchange Ave., which follow straight ahead with slight right and left jog (12.9 m) onto asphalt pavement. |
| 13.5 | 1.0 | SOUTH CHICAGO , 92nd St. & Exchange Ave.—monument ahead on right; turn left on 92nd St. through business center across RRs. (13.8 m & 14.0 m). Caution for bad drawbridge over Calumet River. Follow trolleys on |

Hopkins ELECTRIC Speedometer

No Flexible Shaft
and
The Electrodrometer

See page facing front cover

Built rugged and strong. Beautifully finished.

Only trip odometer without a flexible shaft.

Route 1

Chicago Section

- Ewing Ave., running under two RRs. (15.1 m). **Take care not to pass.**
- 15.2 1.7 **Indianapolis Ave.**—first street beyond RR.; turn left with branch trolley over short stretch of rough road, meeting macadam again at Indiana state line (16.1 m).
- 17.3 2.1 Prominent 4-corners—baseball park on farther right; turn right, follow trolley on rather poor macadam across RRs. (18.7 m & 20.0 m).
- 21.2 3.9 End of street-car barns over to left; turn left one block.
- 21.3 0.1 **Hohman Ave.**; turn right with trolley, following same over numerous dangerous RR. crossings and drawbridge (21.8 m), three sets of RR. (22.1 m) to center of
- 22.4 1.1 **HAMMOND**, Hohman Ave. & Fayette St.
 Heintz Garage, Hohman St. & Indiana Ave.
 Hammond Garage Co., 502 S. Hohman St., **Stock Michelin Tires.**
 Continue straight through on Hohman Ave., passing Court House (on right) running straight out of city; cross RR. (23.5 m). **Take care not to pass.**
- 23.7 1.3 Left-hand road—cemetery on left; turn left, using caution for RR. (24.0 m).
- 24.2 0.5 End of road at irregular 4-corners; turn right
- 25.1 0.9 End of road; turn left to first
- 25.6 0.5 4-corners—school short distance ahead on left; turn right across iron bridge (26.4 m).
- 27.0 1.4 End of road (irregular 4-corners with numerous signs); turn left, meeting alternate route from Chicago via Riverdale and Oak Glen. Continue straight ahead on direct road. **Caution** for dangerous RR. (28.7 m); cross another RR. just beyond
- 29.0 2.0 **HIGHLANDS**; straight ahead
- 29.2 0.2 Curve right with road and left a short distance beyond. **Caution** for narrow bridge over RR. (31.0 m); cross RRs. (34.4 m & 36.4 m).
- 36.7 7.5 End of road; turn right.
- 36.9 0.2 **Caution** for sharp left turn, with "S-curve" (37.4 m), then straight ahead through prominent 4-corners (brick school on left—37.7 m), crossing iron bridge (39.9 m).
- 40.0 3.1 Fork; bear right onto Main St., center of
- 40.2 0.2 **HOBART**, Main & 3rd Sts.
 Fred Hamann, East St., just off Third.
 Tourists intending to run to South Bend through **Michigan City** should leave this line at Hobart, changing to the alternate route, Chicago to South Bend, through Michigan City, Route No. 3.
 Continue through on Main St., crossing RRs. (40.4 m & 49.5 m), curving right (40.7 m) to
- 41.0 0.8 End of road; turn left, crossing small iron bridge (42.3 m).
- 43.1 2.1 **Caution** for left turn over 2 RRs., and immediately right along tracks.
- 44.2 1.1 Turn right with macadam, straight ahead ½-mile only.
- 44.7 0.5 (**Don't cross RR.**); turn left along RR.
- 45.2 0.5 End of road immediately after passing **Wheeler** station



(on right); turn right and curve left along RR. **Caution** for 2 dangerous RR. crossings (47.5 m).

- 47.8 2.6 **Caution** for sharp left turn—with dangerous crossing (2 RRs.—48.3 m), direct but winding road to
- 49.9 2.1 End of road; turn right, following macadam—sharp left and right curve (50.1 m & 51.1 m)—crossing RR. (51.4 m).

- 51.9 2.0 End of road; turn left, over side-track to

- 52.0 0.1 End of road again (RR. bridge on right); turn left—downgrade—bearing right along RR. into Main St.,

- 52.7 0.7 **VALPARAISO**, Court House on right.

(For city map, see page 415.)

Hotel Spindler.

Zimmerman's Garage, 247 Main St., Stock Michelin Tires.

Direct through on Main St., running upgrade.

- 53.2 0.5 Intersection of Milwaukee Ave.; turn right and next left past pond (on left). Avoid right-hand road (56.3 m) by immediately crossing RR. direct to
- 57.1 3.9 End of road; turn left across iron bridge and immediately right, through diagonal cross-road (57.7 m).
- 59.7 2.6 Fork; bear right, passing under RR. (60.2 m) to
- 62.7 3.0 End of road; turn right—**caution** just beyond for bad left turn under RR.—then straight ahead over RR. track (63.1 m) at
- 63.2 0.5 **WESTVILLE**; straight through the town.
- 63.4 0.2 End of road; turn left, straight ahead 1.5 miles only,
- 64.9 1.5 4-corners (schoolhouse on left); leave road to Otis station and Michigan City straight ahead, by turning **square right**.
- 66.9 2.0 **Pinhook**; straight through small settlement. Cross dangerous high-speed trolley (67.5 m), running through 4-corners (68.1 m) to
- 69.9 3.0 Cross-road (brick house surrounded by iron fence on the corner); turn right, straight ahead past Poor House (on right—72.9 m).
- 73.0 3.1 Fork; take the left-hand road, crossing RR. (73.6 m), straight ahead past pond (on left) to
- 74.3 1.3 4-corners at outer edge of La Porte (don't cross RR.); turn right on 2nd St.
- 74.4 0.1 Turn left into "J" St., through 4-corners at mill (on



HOTEL TEEGARDEN

—La Porte, Indiana—

American Plan, \$2.50 per day

LONG DISTANCE TELEPHONE

CHAS. H. MICHAEL, Proprietor



New Coliseum Garage

Phone 359

Smutzer & Anstiss

Agent for

**E-M-F, Overland and
Flanders Automobiles**

508-510 Michigan Avenue

One Block North of Court House

LaPORTE, INDIANA

See Sign on Corner

AUTOMOBILE MAINTENANCE CO.

ALL KINDS OF REPAIRING
AND SUPPLIES

GARAGE

Agents for **Buick and Locomobile Automobiles**

AXEL E. LINDGREN, President and Manager

Phone 578

808 MONROE STREET

LAPORTE, IND.

right—74.5 m); pick up (74.6 m) and follow trolleys on
W. Main St. to center of

75.0 0.6 **LAPORTE**, Court House on left.

Hotel Teegarden, Main & Monroe Sts.

New Coliseum Garage, Rear of Court House.

Auto Maintenance Co., 808 Monroe St., Stock Michelin Tires.

Direct through, following trolleys over 2 RRs. (76.1
m); 2.6 miles beyond (78.7 m), cross trolley and leave
same to left by keeping straight ahead on main road.
Pass left-hand road (79.9 m), direct through diagonal
cross-road (81.8 m).

84.5 9.5 Bear right, meeting road from Michigan City.

(See note a for direct connection to Niles, Mich.)

87.9 3.4 **NEW CARLISLE**; Main St.

Straight through, descending grade leaving town; spe-
cial **caution** for dangerous RR. crossing (88.2 m), with
high-speed trolley immediately beyond. Cross RR.
(92.6 m) meeting (99.8 m) and following trolleys on
Michigan Ave. to end at

101.3 13.4 **West La Salle Ave.**; bear left 1 block to



EDGEWATER CLUB, ST. JOSEPH, MICHIGAN

Touring parties are extended the privileges of the Club, with its ideal facilities for surf bathing, fishing, sailing, tennis and golf.

Delightful sleeping rooms—excellent cafe.

OUR OWN FIREPROOF GARAGE FOR 100 CARS.

101.4 0.1 **Main St.** (car tracks 3 ways); turn right on Main St. to

101.6 0.2 **SOUTH BEND**, Court House, Main & Washington Sts.

The Oliver, Main & Washington Sts.

Studebaker Garage, 226 S. Lafayette St.

20th Century Motor Car & Supply Co., 121 S. Lafayette St., Stock Michelin Tires.

Milton G. Smith Garage Co., 333 S. Main St., Stock Michelin Tires.

For city map, see page 59. For diverging routes, see Index map, page 411.

For through connections, see Graphic Trunk-line chart, front of book.

Note A—Tourists planning to make through trips into Michigan may save about 10 miles by turning left at old brown school house just after running into road from Michigan City (84.7 m). Just after making turn take next right, go straight ahead under RR. and across trolleys at **Hudson Lake**, keeping on direct road, bearing left at 3-corners (94.3 m) and left at fork (96.3 m), continuing straight ahead to cemetery (on left—104.2 m), where turn left with main travel and right (104.6 m), straight through center of **Niles** (105.0 m) to junction of South Bend-Kalamazoo routes at Main and 4th Sts. (105.2 m).

Route 3—Chicago to South Bend, Ind.—103.8 m.

Route map, page 55

Reverse route, No. 202

Via Hammond, Hobart and Michigan City, on gravel or stone roads practically all the way.

This is a good and popular alternate to the preceding route and, as a great many improvements have been made between Hobart and Michigan City, it will probably prove much more satisfactory than heretofore.

(For new route through Gary, see Route No. 3A.)

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

0.0 0.0 **CHICAGO**, Michigan & Jackson Boulevards.

For first part of this route to Hobart, see Route No. 1, following same to **western edge of Hobart**.

40.1 40.1 Fork; just after passing tile works and crossing small iron bridge, bear left 1 block.

40.2 0.1 4-corners; turn left, crossing second iron bridge, running up slight grade across RR. **Take care not to pass**

40.3 0.1 Right-hand road; turn right on new macadam, follow same straight ahead through northern edge of Hobart; cross RR. (40.9 m), continuing straight ahead, avoiding all intersecting roads.

1

OVER 90% of all cars costing \$2,000 or more are equipped with the Warner Auto-Meter, "The Aristocrat of Speed Indicators" You need one on your car.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 3

Chicago Section

- 45.3 5.0 End of road; turn left.
- 45.8 0.5 End of road; turn right, following stone road, curving left with same (46.2 m), going straight ahead across two RRs. at **McCool Station** (48.7 m). **Take care not to pass**
- 48.9 3.1 Right-hand road—brick school (on left); turn right, follow telephone poles on gravel across RR. (49.8 m).
- 50.1 1.2 4-corners; turn left with main travel, crossing two RRs. at **Crocker** (station on right).
- 51.0 0.9 Immediately after crossing RR. turn right; along tracks.
- 53.0 2.0 End of road; turn right across RR. and immediately left.
- 53.6 0.6 Right-hand road; turn right and next left, crossing two RRs. (54.0 m), straight ahead to end of road at
- 54.9 1.3 **CHESTERTON.**
 (Road to the right is direct to Valparaiso.)
 Turn left across RR., passing station (on left), cross second RR. (55.3 m), running over RR. bridge (56.2 m).
- 56.7 1.8 4-corners; turn right, following main travel across RR. (57.4 m & 58.6 m), running onto dirt road (58.7 m), where stone road turns left. Meet macadam again (60.6 m). **Take care not to pass**
- 61.6 4.9 End of road; turn left with poles.
- 63.6 2.0 End of road—church on left; turn right, curving left with road (64.0 m), running over RR. (64.2 m).
- 64.4 0.8 Right-hand road; turn right, following macadam across RR. (64.6 m).
- 65.1 0.7 End of road; turn left.
- 65.5 0.4 Right-hand road—RR. straight ahead; turn right, crossing RR. (66.8 m).
- 67.7 2.2 End of road; meeting trolley, turn left across RR. (67.9 m), going straight ahead on Franklin St. to center of
- 69.3 1.6 **MICHIGAN CITY**, Franklin & Michigan Sts.
 Turn right on West Michigan St., following trolley straight out of town, running under RR. (71.4 m). **Avoid** right-hand road just beyond, following good macadam with main travel across RR. (72.1 m).
- 74.2 4.9 Fork; bear left (road to the right leads to LaPorte). Continue under RR. (77.6 m) straight ahead to
- 84.0 9.8 **ROLLING PRAIRIE**—church on left; straight through town, across trolley (84.9 m) and dangerous RR. (85.0 m).
- 85.7 1.7 Pick up route No. 1 from LaPorte.
 See Note A, Route No. 1, for direct connection into Michigan.
 Straight ahead to center of
- 90.1 4.4 **NEW CARLISLE**; Main St.
 Continue straight ahead, running downgrade out of town. **Special Caution** for RR. crossing (90.4 m) with two trolley crossings immediately beyond. Cross RR. (94.8 m), meeting trolley (102.0 m), follow same on Michigan Ave. to its end at
- 103.5 13.4 **La Salle Ave.**; bear left 1 block to
- 103.6 0.1 **Main St.**; turn right to Court House, center of

20th Century Garage, South Bend, Ind.



MODERN
MACHINE
SHOP

OPEN DAY
AND NIGHT

121-125
South
Lafayette
Street

One block from
Oliver Hotel

Home
Phone 6166
Bell 530

M. L. WILLIAMS, Prop.

Mrs. of

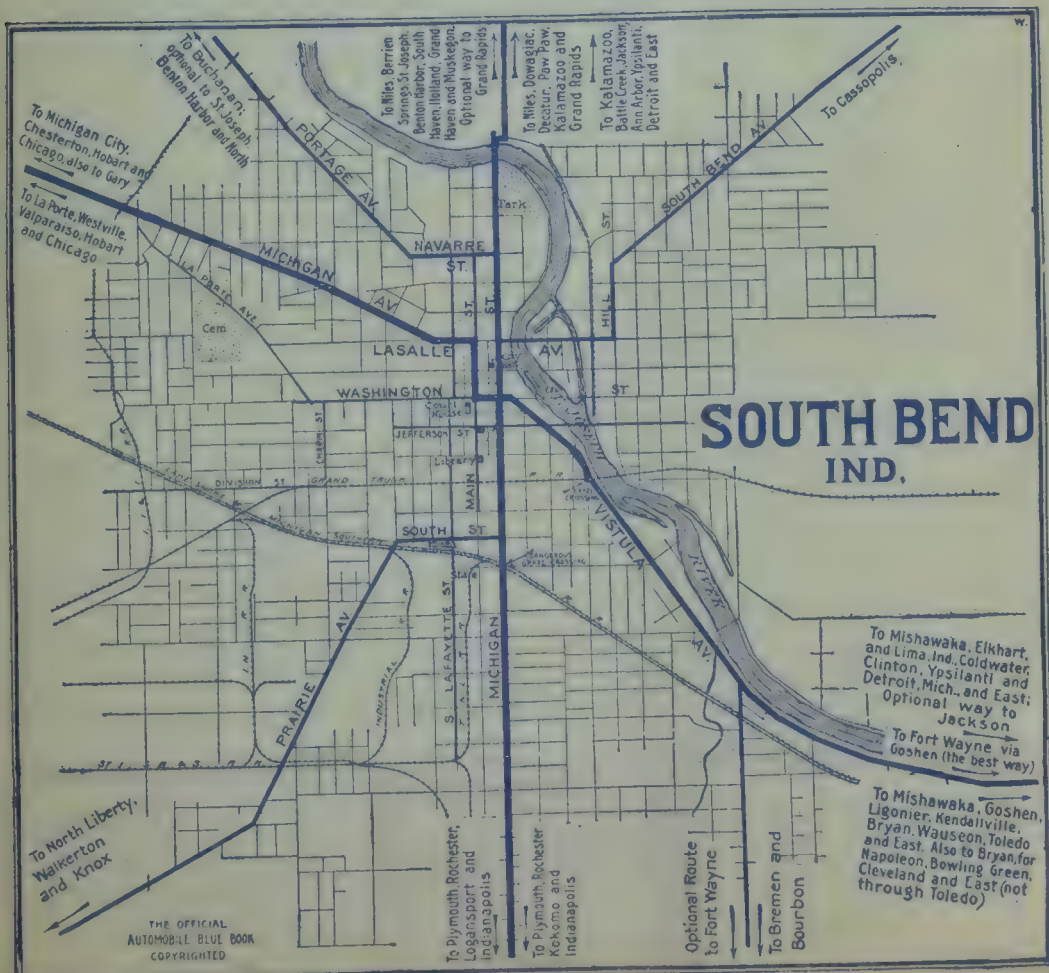
WILLIAMS' Divided Wind Shield

The only Wind Shield which
shows you the road during all
kinds of weather.

With such inviting hotel ac-
commodations, have your car
equipped with one while stop-
ping over night.



Style "C"
Folded Over Hood



Route 3 A

Chicago Section

103.8 0.2 **SOUTH BEND**, Main & Washington Sts.

The Oliver, Main & Washington Sts.

20th Century Motor Car & Supply Co., 121 S. Lafayette St., **Stock Michelin Tires.**

Studebaker Garage, 226 S. Lafayette St.

Milton G. Smith Garage Co., 333 S. Main St., **Stock Michelin Tires.**

For city map, see page 59. For diverging routes, see **Index map**, page 411.

For through connections, see **Graphic Trunk-line chart**, front of book.

Route 3a—Chicago to South Bend, via Gary—98.9 m.

Route map, page 55

Reverse route, No. 203-A

The Blue Book car only went over this route the first week in March of this year and with one or two exceptions found the road conditions very good, almost the entire distance being good stone road. The principal exception is a short stretch of about half a mile just east of Gary, which we understand will be completely improved by June. This stretch when we went over it was rough cracked stone and only needed the top dressing of binder to complete it.

We do not advise the use of this route by those locally unacquainted with the section, as the roads, although good, are rather narrow and it is very difficult to identify turns in a great many places.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

0.0 0.0 **CHICAGO**, Michigan and Jackson Bvds.

For complete running directions on first part of this route see either Route No. 1 or Route No. 11, with practically the same mileage, to

- | | | |
|------|------|--|
| 17.3 | 17.3 | 4-corners, at old Wolf Lake Clubhouse—baseball grounds on farther right; keep straight ahead with one line of trolleys, avoiding left-hand turn where trolleys go into center of Whiting (18.5 m). Cross RR. just beyond, picking up trolley from the left (18.8 m); cross RR. and follow trolley, curving right with macadam between oil tanks, direct across RR. at station (21.7 m) to center of |
| 21.9 | 4.6 | EAST CHICAGO , drug store on right. Keep straight ahead on brick pavement to southern edge of town. |
| 22.3 | 0.4 | End of brick pavement, sign Kosciuskio's Park on farther right; turn left, keeping straight ahead on macadam, jogging right and left across small wooden bridge (22.7 m). |
| 23.3 | 1.0 | Immediately after crossing RRs. turn right, past U. S. Metal Refining Co. at Grassell Station , crossing 2 RRs. at offices of Ind. Harbor Belt RR. (24.9 m). Take care not to pass |
| 25.3 | 2.0 | Cross-road with trolley line; turn left and follow trolley straight ahead, running onto short stretch of rather soft gravel. |
| 28.8 | 3.5 | End of road—West Gary Station over to left; turn right around saloon with trolley, taking next left with macadam and trolley on Bowman Blvd., jogging left and right across RRs. (31.0 m), still with trolley, on 11th Ave. to |

Authorized by
PACKARD
Motor Car Co.
of Detroit

Packard
OILS

Manufactured only by
Wolverine Lubricants
Co., 80 Broad Street,
New York.

32.0 3.2 **GARY**, Broadway & 11th Ave.

Turn left on Broadway under RR., crossing another RR. at Armour's plant.

32.5 0.5 **5th Ave.**, Gary Land Co., office on farther right; turn right on concrete pavement; where trolley comes in from left (33.2 m) keep straight ahead **over rough stone**. (This should be new macadam by June, 1911.) Jog left and right under RR. (33.9 m) onto good macadam again, following trolley.

35.0 2.5 **Aetna Station**, on right. Bear left across trolley and follow close to same on good road.

36.2 1.2 End of road, brick school ahead on left; turn left across one RR.

36.4 0.2 **At Miller Station** (on left) turn right with heavy telephone lines under trolley (36.8 m). **Caution** for sharp right and left turns across RR. (37.1 m), also for sharp turns on winding road and RR. (37.4 m), following main travel and stone road across RRs. at

38.9 2.5 **East Gary** (formerly Lake station). At end of road just beyond RR. turn left around brick house up slight grade. **Caution** for sharp right and left turn (39.3 m).

40.8 1.9 End of road; jog left and immediately right following slightly winding direct road.

41.8 1.0 4-corners, brick house on farther right, poor road ahead; turn left.

42.6 0.8 Right-hand road, RR. a short distance ahead; turn right, crossing 2 RRs., passing Chrisman over to left. **Take care not to pass**

44.1 1.5 4-corners, woods on left; turn left on new stone road.

44.7 0.6 Immediately after crossing RR. turn right with macadam, going straight ahead along tracks (on right).

48.3 3.6 End of road; turn right across RR. and **immediately** left on what looks to be a poorer road, but most direct way into Chesterton.

48.9 0.6 Jog right and take next left, going straight ahead across 2 RRs. to end of road.

50.2 1.3 **CHESTERTON**, iron watering trough on left. Turn left and for complete running directions the rest of the way to Michigan City and South Bend, see Route No. 3.

Route 3B—Chicago, Ill., to Valparaiso, Ind.—56.2 m.

Route map, page 55

Reverse route, No. 203

Via Riverdale, Dolton, Dyer and Merrillville Over level country, and with the exception of one or two poor stretches through Riverdale and Dolton, road is gravel or macadam all the way.

This gives a full option to Route No. 1, between Chicago and Valparaiso, and although it is about $3\frac{1}{2}$ miles longer, it is useful alternate, particularly for round trips.

MILEAGES
Total Intermediate
0.0 0.0

(For this and optional exits, see Chicago city map, page 48.)

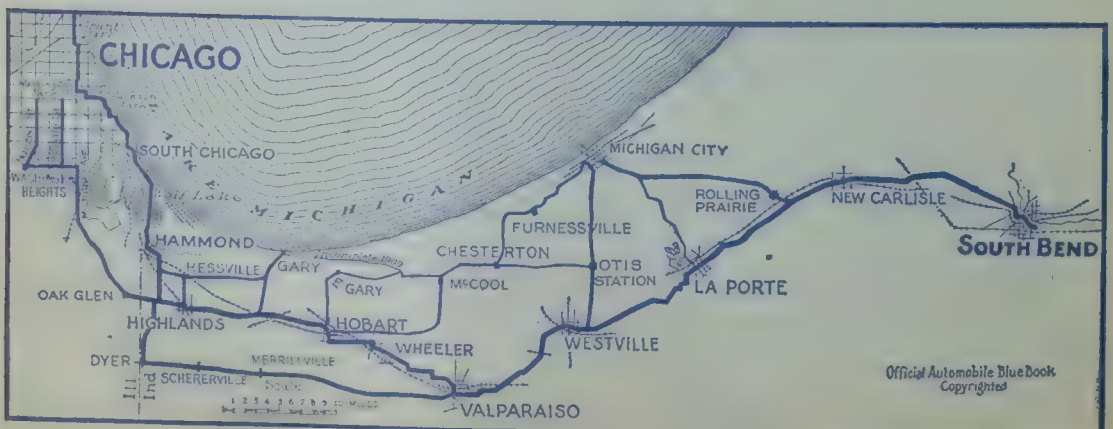
CHICAGO, Michigan & Jackson Bouls., red guide lights on both corners.

Go south on Michigan Boul. along Grant Park (on left), passing Official Automobile Blue Book office (on right—

Route 3 B

Chicago Section

- 0.7 m), going straight through "Automobile Row," passing red guide lights at intersection of 33rd St. (3.0 m).
- 5.8 5.8 **Garfield Boul.** (55th St.—double driveway); turn right for 2 blocks.
- 6.0 0.2 **State St.** (trolley line); turn left and follow trolley under "L" (6.5 m) and under long RR. viaduct (7.0 m) (avoid diagonal street to the right (7.6 m—where trolleys turn on Vincennes Ave.). Continue straight south on State St., crossing a number of RRs. (10.4 m), passing quarry (on right just beyond) to what is practically the end of State St. (1910).
- 12.0 6.0 **103rd St.**—trolley line; turn left for 2 blocks.
- 12.2 0.2 **Michigan Ave.** Turn right with trolley, following same through **Roseland** (13.1 m), crossing RR. at **Kensington** station (on left—13.7 m)—brick pavement ends (14.1 m—1910). Continue straight ahead on old macadam with unused trolley line. **Caution** for dangerous RR. (14.4 m), passing Gardner's Park (on left—14.6 m).
- 15.1 2.9 End of road; turn left, bearing right along tracks, curving left across dangerous RRs.
- 15.5 0.4 Immediately beyond RR. turn right, crossing branch RR. (15.8 m) and long iron bridge over Calumet River (16.3 m), passing **Riverdale P. O.** (on left).
- 16.4 0.9 Irregular 4-corners; bear left on very poor road for about 2 blocks, going straight through **Dolton**; cross RRs. (16.8 m—station on left); bearing right across more RRs.
- 17.0 0.6 Left-hand road immediately beyond RR., large brick school over to the right; turn left, passing Dolton State Bank (on right—17.2 m). Follow direct road with left and right curves (17.5 m), passing yellow brick church (on left—19.0 m) and cemetery (on right—19.4 m).
- 20.3 3.3 Diagonal cross-roads, sand road straight ahead; bear right with macadam—avoid all cross-roads; curve left across wooden bridge over Calumet River; crossing RR. (22.0 m) to prominent left-hand road in
- 23.5 3.2 **OAK GLEN**, P. O. on right; turn left, passing frame church (on left just after turn).
- 24.0 0.5 End of road; bear right and immediately left, following direct road past schoolhouse (24.3 m) and church (24.5



Chicago Section

Route 6

m), crossing RR. in **Lansing** (24.9 m & 25.6 m), passing **Munster** (station on right), and brick school (on left—26.2 m). Taking care not to run through

26.6 2.6 Irregular 4-corners, new house on farther right.

(Road straight ahead leads to Highlands for Hobart and Valparaiso, as given in Route No. 1. Road from left comes in from Hammond.)

Turn square right and follow almost straight road across RRs. (27.9 m, 28.0 m, 29.6 m & 31.0 m).

31.1 4.5 End of road immediately beyond last RR. crossing; turn right and next left, following main travel; cross another RR. (31.4 m) to prominent 4-corners in center of

31.5 0.4 **DYER, IND.** (Road straight ahead goes to Crown Point—Route No. 3.) Turn square left, and road from this point to Valparaiso is almost straight.

Just after making turn pass church, cemetery and school (on right); cross RRs. (31.9 m & 34.3 m), crossing another RR. at small village of **Schererville** (station on right), postoffice (on left). Straight through numerous good cross-roads, crossing RR. (37.7 m), running down-grade to prominent 4-corners in

41.0 9.5 **MERRILLVILLE**—road to right leads to Crown Point. Continue straight ahead, passing church (on left), cross RR. (41.2 m)—station on left; curve slightly right down-grade (44.5 m).

45.0 4.0 Prominent left-hand road—telephone wires turn—dirt road straight ahead. In dry weather road straight ahead is good and saves about $\frac{1}{2}$ m, as road to the left leads to Ainsworth and comes back to the straight road again. Continue straight ahead, through small village of **Deep River** (47.6 m), bearing right across iron bridge just beyond. Avoid all intersecting roads; pass school (on left—51.6 m); running through small valley (51.7 m). **Caution** for RR. crossing (55.0 m), bearing left upgrade over RR. bridge (55.5 m).

55.6 10.6 End of road beyond bridge; turn right, running onto brick pavement on Main St. straight ahead to center of

56.2 0.6 **VALPARAISO**, Court House on right.

Hotel Spindler.

Zimmerman's Garage, 247 Main St., Stock Michelin Tires.

At this point meet route No. 1, "Chicago to South Bend."

(For city map, see page 415. For diverging routes, see Index Map, page 47.)

Route 6—Chicago to St. Joseph, Mich.—122.6 m.

Route map, page 47

Reverse route, No. 415

Via Hobart, Valparaiso, La Porte, Hudson Lake and Buchanan.

This route has been laid out to follow Route No. 1 to where it leaves the South Bend route about three miles west of New Carlisle. Those desiring to go by way of Michigan City may follow Route No. 3 to mileage 85.8, at which point the St. Joseph route turns to the left.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

(For this and optional exits, see city map, page MM.)

0.0 0.0 **CHICAGO**, Michigan Ave. & Jackson Boulevard.

For first part of this route to LaPorte follow Route No. 1.

Route 6

Chicago Section

- 75.0 75.0 **LAPORTE**—Court House ahead on left.
 Hotel Teegarden, Main & Monroe Sts.
 New Coliseum Garage, Rear of Court House.
 Auto Maintenance Co., 808 Monroe St., Stock Michelin Tires.
 Continue straight through on Main St., following trolley across RR. (76.1 m); avoid all intersecting roads. Trolley leaves to the left (78.6 m). Continue straight ahead with main line telephone poles through prominent cross-roads at (81.1 m & 81.8 m).
- 84.7 9.7 4-corners—school house and large yellow sign on farther left. (Road straight ahead goes to South Bend.) **Turn left** a short distance and then right, following direct road under RR. (86.5 m), crossing 2 trolleys just beyond.
- 86.6 1.9 **Hudson Lake**; straight through, passing lake on left, through prominent cross-road (86.9 m), passing brick school (on left). Through cross-road (88.4 m), where New Carlisle may be seen over to the right; pass church and school (on left—90.0 m); cross RR. at Warwick Crossing (91.5 m). Pass brick school (on right—92.2 m)
- 94.3 7.7 3-corners; bear left, shortly running upgrade, following main travel to
- 96.3 2.0 Fork; bear left to first (97.1 m) 4-corners—large red barn (1910) straight ahead (on left). Turn left, following good gravel road, curving left and right (100.1 m), cross RR. (station on left). Continue straight ahead through edge of town
- 100.7 4.4 5-corners; turn square left to center of
- 100.8 0.1 **BUCHANAN**; just beyond First St. (on left) turn square right around bank building, passing Atlas Bldg. Co. (on right). Follow main traveled road almost straight north.
- 102.7 1.9 Fork; bear right down fairly steep grade, running up corresponding grade just beyond, passing school (on left 103.5 m).
- 105.2 2.5 Right-hand road just after road curves left—brick school on right; turn right, follow main traveled road, avoiding all cross-roads. Cross RR. (107.9 m).
- 112.2 7.0 End of road; turn right to small settlement of
- 112.5 0.3 **Arden**—store on farther left; turn left shortly, meeting trolley from right, follow same straight ahead, running onto good macadam (115.6 m)—trolley leaves to the left (116.5 m); continue straight ahead. Cross RR. (116.8 m)—trolley comes in from the left (117.8 m), follow same running onto 1-mile stretch of sand (118.7 m); meet good macadam from the left (119.7 m)—trolley leaves to the left short distance beyond. Bear left with macadam,

READ CAREFULLY the article printed on front of Trunk Line Chart, **How to Use the Blue Book**. Great improvements have been made in this edition, and an understanding of the general arrangement of routes and the indexing by maps is essential to the proper use of the Guide.

Chicago Section

Route 8

downgrade across RR. (120.1 m); same thoroughfare becoming Niles Ave., which follow, running onto brick pavement; bear right into Main St. (122.0 m).

122.5 10.0 **Ship St.**; turn left with trolley for 1 block to center of

122.6 0.1 **ST. JOSEPH**, State & Ship Sts.

For Edgewater Club, turn square right on State St., follow brick pavement. Whitcomb Hotel & Mineral Baths, Ship St. & Lake Blvd.

Bunkhard Brothers, 516 Ship St., **Stock Michelin Tires**.

For city map, see page 455. For diverging routes, see Index Map, page 758.

Route 8—Valparaiso to Fort Wayne, Ind.—115.2 m.

Route map, page 47

Reverse route, No. 282

Via Plymouth and Warsaw. After leaving the South Bend route just east of Valparaiso, road is sandy and a little rough in spots until after the Kankakee River is crossed south of Hanna. From there on good gravel roads will be found all the way.

MILEAGES (For this and optional exits, see city map, page 415.)
Total Intermediate

- | | | |
|------|-----|--|
| 0.0 | 0.0 | VALPARAISO , Court House on right.
Start east on Main St., going straight ahead on brick pavement. |
| 0.5 | 0.5 | End of brick; jog right and immediately left onto macadam. Take care not to pass |
| 3.0 | 2.5 | Right-hand road just beyond school (on left); turn right, leaving South Bend route to next |
| 3.5 | 0.5 | Left-hand road; turn left over road rough in spots. |
| 7.6 | 4.1 | 4-corners—farm house on farther left; turn right. |
| 8.5 | 0.9 | End of road—school straight ahead; turn left $\frac{1}{2}$ mile. |
| 9.0 | 0.5 | Right-hand road; turn right with poles. |
| 10.0 | 1.0 | 4-corners—poor road straight ahead; turn left, crossing RR. (10.5 m) passing small town of Wanatah over to right. Take care not to pass. |
| 14.8 | 4.8 | Right-hand road; turn right over sandy rough stretch. |
| 15.9 | 1.1 | Left-hand road immediately before RR.; turn left along tracks, straight ahead across RR. (17.5 m) to small town of |
| 17.6 | 1.7 | HANNA . Grieger's store on left; turn right across tracks, passing station (on left). |
| 17.7 | 0.1 | End of road; turn left, curving right a short distance beyond, follow sandy road straight south for over a mile. |
| 19.4 | 1.7 | Left-hand road—sign board on left; turn left, going straight ahead over rather rough stretch, crossing Kankakee River (22.8 m), running onto gravel road about a mile beyond. Follow same straight ahead, running along RR. (Route No. 9 to Logansport leaves to the right, 27.2 m.) Straight ahead. |
| 28.2 | 8.8 | End of road; turn right and take next left just beyond. |
| 28.8 | 0.6 | Right-hand road; jog right away from tracks, taking next left, going straight ahead to center of |
| 29.4 | 0.6 | HAMLET , Post Office on right; turn right with poles. |
| 29.7 | 0.3 | 4-corners; turn left across RR. still with poles for 1 mile. |
| 30.7 | 1.0 | Right-hand road; turn right. |

Route 8**Chicago Section**

- 31.7 1.0 4-corners—school on farther right; turn right, going straight ahead for 6 miles to end of road at
- 37.7 6.0 **DONALDSON**. Turn left across tracks and immediately right around station. Continue straight ahead on good gravel, following telephone poles. Meet road from left (41.2 m) and road from right (42.9 m). Cross 2 RRs. (44.6 m), pass Court House (on left) just beyond.
- 44.9 7.2 **Michigan St.** Turn right 4 blocks to center of
- 45.1 0.2 **PLYMOUTH**, Michigan and LaPorte Sts.
F. H. Kuhn, 119 S. Michigan St., Stock Michelin Tires.
(For diverging routes, see **Index Map**, page 411.)
Continue south on Michigan St. under RR. (45.3 m).
Take care not to pass
- 48.5 3.4 Left-hand road; turn left with one line of telephone poles, jogging left and right (49.2 m). Road is straight ahead across RR. (56.5 m) to center of
- 56.6 8.1 **BOURBON**. Continue straight through town, passing fair grounds (on left), following telephone poles.
- 60.1 3.5 4-corners—brick school on right; turn right to RR., crossing at
- 61.3 1.2 **ETNA GREEN**. Cross tracks, continuing straight ahead.
- 62.0 0.7 End of road; turn left with poles.
- 63.2 1.2 Left-hand road just after road curves right; turn left with poles.
- 64.0 0.8 End of road—school on right; turn right to first
- 64.2 0.2 Left-hand road; turn left to end of road at
- 66.0 1.8 **ATWOOD**, business center to the left; turn right around livery barn and left just beyond at end of road. Jogging right and left (66.4 m).
- 66.6 0.6 End of road—RR., underpass on left; turn right.
- 67.2 0.6 4-corners—iron bridge straight ahead; turn left with main travel, jogging right and left with road (67.8 m); cross RR. (69.9 m) following winding but direct road.
- 72.5 5.3 End of road; turn right with poles, following main travel, shortly running onto brick pavement, curving right with same (73.3 m).
- 73.4 0.9 At Court House turn left 1 block to center of
- 73.5 0.1 **WARSAW**, Court House on right.
Turn right on principal street, going 1 block beyond Court House.
- 73.6 0.1 **E. Market St.**; turn left with trolley, going straight ahead across RR. at station (on right—73.8 m).
- 74.9 1.3 4-corners; turn right across RR. and immediately left, crossing trolley a short distance beyond. Pass Winona Summer Resort over to right (75.6 m). Follow direct road.
- 77.0 2.1 Jog right and left through irregular 4-corners, continuing straight ahead.
- 82.2 5.2 Jog left and right through irregular 4-corners to center of
- 82.5 0.3 **PIERCETON**. Turn square right away from RR.

Chicago Section

Route 9

- 83.4 0.9 End of road; turn left, jogging right and left through irregular 4-corners (85.3 m).
- 87.6 4.2 4-corners just after passing church on left, turn left across tracks to center of
- 87.7 0.1 **LARWELL.** At first right beyond RR. turn right, curving right with street at high school (87.9 m) and left just beyond. **Caution** for downgrade (88.6 m). Meet road from the left (94.7m).
- 94.9 7.2 Irregular 4-corners—brick school on right; turn right 1 block and then left around church to center of
- 95.2 0.3 **COLUMBIA CITY,** Court House on right.
Continue straight ahead on brick pavement. **Caution** for bad RR. (97.4 m). Avoid road to the left (99.4 m). Jog right and left (103.5 m), pass road (on left—105.5 m). Meet road from the right (112.2 m). **Take care not to pass**
- 113.0 17.8 Right-hand road; turn right, crossing RR. (113.4 m).
- 113.7 0.7 Turn left under RR., following trolley on Main St. straight ahead to Court House center of
- 115.2 1.5 **FORT WAYNE,** Main & Calhoun Sts.

Wayne Hotel, W. Columbia St.

Bachelor Garage, E. Columbia St.

Randall Motor Car Co., 116 W. Wayne St., Stock Michelin Tires.

Ft. Wayne Machine Co., 1035 Calhoun St., Stock Michelin Tires.

For city map, see page 558. For diverging routes, see Index map, page 557.

For through connections, see **Graphic Trunk-line** chart, front of book.

Route 9—Valparaiso to Logansport, Ind.—79.0 m.

Route map, page 47

Reverse route, No. 224

Crossing Kankakee River just south of Hanna; from there southeast through Knox, Winamac and Bass Lake.

This route offers a very good option to the better known routes into central Indiana. Although the first 25 miles of the trip are mostly over sandy road, with some rough spots, the remainder is excellent gravel and, under average conditions, is well worth the trip for those who are looking for something out of the beaten paths.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 415.)

0.0 0.0 **VALPARAISO,** Court House on right.

Start east on Main St., going straight ahead on brick pavement.

- 0.5 0.5 End of brick; jog right and immediately left onto macadam. **Take care not to pass**
- 3.0 2.5 Right-hand road just beyond school (on left); turn right, leaving South Bend route to next
- 3.5 0.5 Left-hand road; turn left over road rough in spots.
- 7.6 4.1 4-corners—farm house on farther left; turn right.
- 8.5 0.9 End of road—school straight ahead; turn left $\frac{1}{2}$ mile.
- 9.0 0.5 Right-hand road; turn right with poles.
- 10.0 1.0 4-corners—poor road straight ahead; turn left, crossing RR. (10.5 m), passing small town of **Wanatah** over to right. **Take care not to pass**
- 14.8 4.8 Right-hand road; turn right over sandy rough stretch.
- 15.9 1.1 Left-hand road immediately before RR.; turn left along tracks, straight ahead across RR. (17.5 m) to

Route 9**Chicago Section**

- 17.6 1.7 **HANNA.** Grieger's store on left; turn right across tracks, passing station (on left).
- 17.7 0.1 End of road; turn left, curving right a short distance beyond, follow sandy road straight south for over a mile.
- 19.4 1.7 Left-hand road—sign board on left; turn left, going straight ahead over rather rough stretch, crossing Kankakee River (22.8 m), running onto gravel road about a mile beyond. Follow same straight ahead, running along RR. **Take care not to pass**
- 27.2 7.8 Prominent 4-corners (Route No. 8 to Fort Wayne goes straight ahead); turn right on fine gravel road running straight south across RR. (33.1 m).
- 33.3 6.1 **KNOX.** Business center to the right.
Continue straight ahead across RR. (33.4 m). **Caution** for sharp right and left turn (36.0 m).
- 39.0 5.7 4-corners—sandy road ahead; turn left, following gravel, curving right along shore of Bass Lake (39.4 m). Follow road curving to the left.
- 40.3 1.3 Right-hand road immediately after RR. crossing; **turn right.**
Summer resort at Winona on east side of lake may be reached by keeping straight ahead, following road along shore of lake about $1\frac{1}{2}$ miles from this point.
After turning right away from lake continue straight south on gravel road, crossing 2 RRs. at Bass Lake Jet. (41.9 m).
- 42.7 2.4 Jog right and immediately left through irregular 4-corners; cross RR. at **Beardstown** station (45.3 m).
- 48.0 5.3 Jog right and immediately left with main travel through irregular 4-corners.
- 50.2 2.2 Turn right with main travel at edge of town and left at next turn; straight ahead to center of
- 50.9 0.7 **WINAMAC,** Court House on right.
"The Best" Garage, one block north of Court House.
Continue straight south from Court House for about 3 blocks.
- 51.1 0.2 At garage sign on farther right, turn right, crossing RR.
- 51.3 0.2 At first turn beyond tracks, turn left with main travel, going straight south across long iron bridge over Tippecanoe River (54.1 m); jog right and immediately left (54.7 m).
- 56.6 5.3 Prominent 4-corners—sandy road ahead; turn left.
- 58.1 1.5 End of road at cemetery; turn left, curving right around cemetery, going straight ahead with main travel across RR. at center of
- 59.3 1.2 **STAR CITY.** Immediately beyond RR. turn right, curving left away from tracks (59.6 m).
- 60.1 0.8 End of road; turn right with main travel across RR. (61.4 m).
- 62.0 1.9 4-corners; turn left with main travel, re-crossing RR. (62.3 m). Follow winding but direct road.
- 63.4 1.4 Turn left away from tracks to small town of

Chicago Section

Route 11

- 63.5 0.1 **OAK.** Church and school on left. Turn right 1 block and then left to first
- 63.7 0.2 Right-hand road; turn right, crossing RR. (64.4 m), curving left with road (65.1 m).
- 65.2 1.5 Right-hand road immediately before RR.; turn right, running straight south on fine road across RR. (67.7 m) to center of
- 68.3 3.1 **ROYAL CENTER.** Continue straight through on main street, following main travel with telephone poles most of the way. Straight through all diagonal cross-roads.
- 73.9 5.6 Irregular 4-corners; curve right, passing brick school (on left) after turn.
- 76.3 2.4 End of road; turn left, curving right with road through diagonal cross-road (77.3 m). **Caution** for long winding down grade (78.0 m), crossing RR. at station (on right —78.6 m), following trolley on 3rd St. to center of
- 79.0 2.7 **LOGANSPOUT,** Broadway & 3rd Sts.

The Barnett House, Market & Second Sts.

Broadway Garage, 603 Broadway, Stock Michelin Tires.

Arthur E. Dunn, 617 Broadway, Stock Michelin Tires.

For Indianapolis, see Route No. 204.

For city map, see page 464. For diverging routes, see Index Map, page 411

Route 11—Chicago, Ill., to Lafayette, Ind.—137.2 m.

Route map, page 47

Reverse route, No. 271

Via Crown Point and Rensselaer, on macadam and good gravel roads on the way, with the possible exception of 1 or 2 stretches crossing the Kankakee River.

This route to Lafayette, with the connection from there to Indianapolis, is the shortest recommended line between Chicago and Indianapolis.

Descriptive Outline—Running south on Michigan Boulevard for nearly six miles, passing some of the finer old residences in this section, through Washington Park, passing Chicago University just before entering Jackson Park. At South Chicago are located the enormous plants of the United States Steel Corporation, among which is the largest rolling mills in the world. Crossing the Illinois-Indiana state line through Hammond, running southeast on the remarkable level Indiana prairie country to Crown Point, well-known in this section in connection with the Western Stock Chassis Race of 1909. This route follows the eastern side of the course and from here on the trip is through rather unsettled and poor country in Kankakee River Valley, largely due to the nature of the soil, which, being quite sandy, is not conducive to successful farming. Good roads are encountered again and followed all the way through Rensselaer, Remington and Wolcott.

MILEAGES
Total Intermediate

(For this and optional exits, see Chicago city map, page 48.)

0.0 0.0 **CHICAGO,** Michigan Ave. & Jackson Boulevard.

Go south on Michigan Ave., running along Grant Park (on left), through Chicago's "Automobile Row" direct past red guide lights at 33rd St. (3.0 m).

5.8 5.8 **Garfield Boulevard** (grass plat between double drive); turn left onto farther drive, running under RR. into entrance of

6.2 0.4 **WASHINGTON PARK;** pass Refectory Building over to right.

6.3 0.1 Fork; curve right past power house on left (6.7 m).

6.8 0.5 Just beyond power house, turn left out of park; cross Cottage Grove Ave. trolley onto "Midway." Pass Uni-

Route 11

Chicago Section

- iversity of Chicago (over to left), shortly bearing slightly right under Illinois Central RR. (7.8 m) into
- 8.1 1.3 **JACKSON PARK**, 60th St., Midway entrance. At low brick building, just beyond, curve right on winding main drive.
- 8.5 0.4 Fork, police box and circular grass plat in center; bear left, taking **next right** along lagoon (on left).
- 8.9 0.4 Fork; bear left and next right on direct exit from park onto Jeffery Ave. at 67th St. (9.1 m). Continue straight ahead on Jeffery Ave. over Illinois Central RR. at Bryn Mawr (station on right—9.6 m); cross trolley lines (9.9 m & 10.1 m), RR. (10.3 m) and trolley again (10.7 m), straight to (**but do not cross**) trolley lines on South Chicago Ave.—RR. embankment straight ahead.
- 11.1 2.2 **83rd St.**; turn sharp left—away from trolleys—on macadam for one mile.
- 12.1 1.0 Right-hand street immediately before RR.; turn right into Baltimore Ave. (no sign, 1910)—and next right with main travel (12.3 m), jogging right and immediately left (12.7 m) onto Exchange Ave., South Chicago. Continue straight ahead on asphalt across trolley (on 91st St.—13.2 m) to 92nd St.,
- 13.3 1.2 **SOUTH CHICAGO**, 92nd St. & Exchange Ave., monument ahead on right. Turn left on 92nd St., through business center—across RRs. (13.6 m & 13.8 m) onto draw-bridge over Calumet River (13.9 m); RR. switch (14.2 m). Follow trolleys on Ewing Ave., under RR. (15.0 m), **going 1 block beyond**.
- 15.1 1.8 Fork (trolleys both ways); bear left on Indianapolis Ave., crossing RR. (15.6 m & 15.7 m). (State line at this point.) Over small iron bridge (16.8 m).
- 17.2 2.1 Prominent 4-corners at Wolf Lake Clubhouse (on right)—trolleys divide; turn right on fair-to-good macadam, passing lake (on right). Cross RRs. (18.6 m & 20.0 m), same thorofare becoming Sheffield Ave., Hammond. Curve left with trolleys (21.0 m) one block on Goslin St., past car barns (on right).
- 21.1 3.9 **Hohman St.**; turn right with trolleys, following same across dangerous RR. crossings (21.2 m & 21.8 m). Cross small draw-bridge (21.7 m) and three sets dangerous RRs. (21.9 m), through business center to Fayette St.
- 22.1 1.0 **HAMMOND**, Hohman & Fayette Sts., Court House short distance ahead on the right.
 Heintz Garage, Hohman St. & Indiana Ave.
 Hammond Garage Co., 502 S. Hohman St., **Stock Michelin Tires**.
 Turn square left on Fayette St.
- 22.8 0.7 End of street; turn right on wide macadam, following heavy telephone poles across trolley and RR. (23.7 m) and RR. (23.8 m)—**caution** not to pass
- 24.0 1.2 Left-hand road short distance beyond RR.; turn left on well traveled road—**caution** for two sets of RRs. (24.4 m).

COMMERCIAL HOUSE

N. WASHBURN, Prop., just south of Court House

CROWN POINT,

INDIANA

TOURISTS' HEADQUARTERS

Noted for Famous Chicken Dinners

- 24.5 0.5 Prominent 4-corners, brick saloon on left; turn right, recrossing tracks and keeping straight ahead on macadam across second iron bridge (26.2 m) to
- 26.8 2.3 End of road, old frame house ahead; jog right and immediately left, crossing RRs. (28.1 m & 28.2 m), bear right over RR. (29.8 m)—right and left curves (31.1 m)—crossing more RRs. (31.2 m & 31.3 m).
- 31.3 4.5 End of road immediately beyond RR.; turn right and next left across RR. again (31.6 m); continue straight ahead through **Dyer** (31.7 m), crossing iron bridge (31.8 m), curving right (32.2 m) to
- 34.7 3.4 4-corners—dirt straight ahead; turn left on macadam, winding but direct road through **St. Johns** (37.4 m)—**caution** for two especially dangerous RRs. just beyond town (37.5 m & 37.6 m). For nearly two miles the road is direct, but caution should be used for frequent sharp curves.
- 39.6 4.9 Right-hand road; turn right with main travel, leaving poles.
- 40.6 1.0 End of road; turn left, crossing iron bridge (41.8 m).
- 42.4 1.8 End of road, road house on right; turn right on winding but direct road.
- 43.0 0.6 Right-hand road, poor road ahead; turn right, leaving telephone poles.
- 43.5 0.5 End of road; turn left on direct road to center of
- 44.8 1.3 **CROWN POINT**, Court House straight ahead.
 Commercial House, South of Court House.
 Wm. Obright, Stock Michelin Tires.
 For diverging route, see Index map, page 47.
 Jog right and left around Court House onto Joliet St., which follow straight out of town.
- 45.5 0.7 Prominent 4-corners at edge of town; turn right on macadam down eastern side of "1909 Cobe Cup Course"; follow this straight south to
- 54.1 8.6 End of road; turn left for $\frac{1}{2}$ mile.
- 54.6 0.5 4-corners—locally known as Orchard Grove; turn right, passing cemetery just beyond; continue direct south over dirt road (1909), crossing several small bridges, and RR. (61.2 m). (**Shelby** about $\frac{1}{4}$ -mile to the right.)
- 61.8 7.2 End of road; turn left, following main travel across long wooden bridge over Kankakee River, curving left off same through small summer resort; follow direct road with main travel to prominent 4-corners at
- 62.8 1.0 **THAYER**. Turn square left on stone road
 Route No. 14 goes straight ahead.

Under New
Management**The Makeever House**Opposite
Court House**RENSSELAER, INDIANA****Special Attention Paid to Automobile Tourists**—Rates—
\$2.00 per day**OFFICIAL****The Renssalaer Garage**

J. W. MARLATT, Gen. Mgr.

Washington Street, near bridge

RENSSALAER, IND.**BUICK FORD CADILLAC****Supplies Machine Shop
Vulcanizing Plant****Storage Facilities for 40 cars**

Fire proof Largest in town

PHONE 365

- 65.7 2.9 4-corners, sand road straight ahead; **turn left, to.**
- 66.7 1.0 End of road; turn right on short stretch of sand, running onto good stone road (67.5 m); follow same straight ahead. **Caution** not to pass
- 70.6 3.9 Prominent 4-corners, small town of **Demotte** about $\frac{1}{2}$ mile to the left; turn square right, jogging right and immediately left (71.6 m), following good macadam road to first
- 73.5 2.9 Prominent cross-road; turn left to next
- 74.5 1.0 4-corners; turn right on narrow and not very good road for a short distance; cross RR. at **Virgie** (76.3 m), running straight south. Road gets better all the time. **Caution** not to pass
- 81.5 7.0 Prominent left-hand road, small house on left; turn left
- 83.0 1.5 4-corners—locally known as **Aix**, school and church on left, store on farther right; turn right, follow direct road straight south, crossing long wooden bridge (85.5 m); jog left and immediately right with main travel (89.5 m); crossing RR. a short distance beyond, passing elevator (on right), to prominent right-hand street—
- 90.2 7.2 Main St., brick houses on right and left; turn right to center of
- 90.4 0.2 **RENSSELAER**, Court House on left.
Makeever House, Opposite Court House.
Rensselaer Garage, So. Main St., **Stock Michelin Tires.**
Continue straight through on Main St., crossing iron bridge, curving left with main travel (90.7 m); follow straight road south for over 11 miles, past college building (on right—91.6 m) and cemetery (92.2 m) to prominent 4-corners in northern edge of
- 102.3 11.9 **REMINGTON.** Do not go into business center, but turn square left, following direct road, shortly running onto macadam; follow same to

THE TALK OF THE TOWN!

PIERCE'S RESTAURANTOpposite Brownell's Garage, **LOWELL, IND.**Everything Cooked to Order. Chicken Dinners our Specialty. Lunches Packed.
Several Nice Rooms in Connection.**YOU'LL COME BACK!**THE FIRST STOP
AT**LOWELL, INDIANA****BROWNELL'S GARAGE**Only best grades of lubricating oils and **AUTOMOBILE**
ACCESSORIES at Reasonable Prices.Chicago Automobilists will find this the **MOST POPULAR PLACE BETWEEN**
LA FAYETTE and CHICAGO.

- 108.1 5.8 Prominent 4-corners—old meeting house on farther left;
turn right to center of
- 108.6 0.5 **WOLCOTT.**
(For direct route to Kokomo, see Route No. 12.)
Continue straight south through town, across RR. Road
is straight for over 8 miles. Just after passing school (on
right—117.0 m), curve left with road to first
- 117.5 8.9 Right-hand road; turn right, following straight road
through all 4-corners for over 11 miles; crossing RR. at
- 128.6 11.1 **MONTMORENCI**, station and water tank on left; go
short distance beyond tracks and turn left with main
travel, turning right at iron pump just beyond.
- 128.8 0.2 Fork, brick school on right; bear left, passing church (on
right). Continue straight ahead with main travel—
avoiding all intersecting roads; cross RR. (134.3 m),
curving left (134.5 m)—trolley comes in from the left
(135.8 m); pass buildings of Purdue University, to
- 136.4 7.6 Fork; bear right with trolley on Main St., cross long
iron bridge over Wabash River, direct to Court House,
center of
- 137.2 0.8 **LAFAYETTE**, Main & 4th Sts.

St. Nicholas Hotel, Main & Second Sts.

Lafayette Auto Co., 110 Fifth St.

Star Garage, 247 Main St. Levee.

Red Wharf Co., West End Main St. Bridge, Stock Michelin Tires.

For through connection to Indianapolis, see route No. 275.

For city map, see page 507. For diverging routes, see Index map, page 507.

For through connections, see Trunk-line chart, front of book.

Route 11A—Crown Point, Ind., to Kankakee, Ill.—42.0 m.

Route map, page 46

Reverse route, No. 90A

*Via Lowell and Momence. First part over gravel and macadam roads,
remainder being largely dirt with one or two short stretches of macadam.
The first part of the trip to Lowell is over the western side of the 1909
Cobe Cup race course.*

Although longer, this route offers a very good option to Kankakee from Chi-
cago, as the roads, as a general thing, are much better this way.

MILEAGES

Total Intermediate

0.0 0.0 **CROWN POINT**, Court & Joliet Sts.

From Court House on left go south on Court St.

- 1.4 1.4 4-corners—fair grounds on right; turn right with
macadam;

Route 11 A**Chicago Section**

- 1.6 0.2 Turn left still with macadam; follow winding but direct road. **Caution** for bad "S-curve" (3.2 m).
- 3.6 2.0 End of road at top of short grade; turn right, going straight ahead over rolling road.
- 5.1 1.5 End of road at Cedar Lake—picnic grounds straight ahead; turn left, go straight south, following macadam
- 11.0 5.9 **LOWELL**. End of street.
Pierce's Restaurant. Brownell's Garage.
Turn square right;
- 11.1 0.1 Irregular 4-corners immediately beyond concrete bridge; bear left, crossing RR. at station.
- 11.5 0.4 4-corners—telephone poles divide; turn left.
- 13.3 1.8 4-corners—school on right; turn right on gravel road, going straight ahead across RR. (14.6 m), following telephone poles over rolling country. Running off of iron bridge (17.6 m), bear slightly right onto dirt road. Cross state line (18.9 m) to center of
- 19.8 6.5 **SHERBURNVILLE**. Church on farther left; turn square left
- 20.3 0.5 End of road; turn right with main travel across iron bridge.
- 21.3 1.0 4-corners at foot of grade; turn left.
- 23.3 2.0 End of road; turn right on macadam.
- 23.8 0.5 Left-hand road; leave macadam, turning left onto dirt for 1 mile.
- 24.8 1.0 Right-hand road immediately before RR.; turn right along tracks, going straight ahead across RR. (26.3 m).
- 28.2 3.4 End of road; meeting heavy telephone lines, turn left
- 28.7 0.5 Right-hand road; turn right with one line of poles, following main travel. Cross 2 RRs. (29.2 m), turning left, crossing another RR. (29.3 m), curving right with road along bank of Kankakee River (29.7 m).
- 29.8 1.1 Irregular 4-corners; bear left 1 block.
- 29.9 0.1 Bear right away from right to center of
- 30.1 0.2 **MOMENCE**. Bank on farther right, hotel on left.
Turn right for 1 block and then left, going straight out of town, jogging right and left (30.7 m). Cross RR. (31.4 m).
- 33.2 3.1 End of road; turn left with main travel, crossing RR. (35.5 m), running onto dirt road (33.8 m). Jog right and left with road (34.1 m). Telephone poles leave to the right (34.3 m). Running along Kankakee River (on left).
- 37.1 3.9 End of road; long iron suspension bridge on left; turn right, curving left just beyond across small iron bridge.
- 37.3 0.2 Fork; bear right with poles, going straight ahead over numerous iron bridges to center of
- 42.0 4.7 **KANKAKEE**, Court & Schuyler Ave.

Fleming & Brown Garage, 188 Station St.

G. A. Fortin, 183 Station St., Stock Michelin Tires.

For diverging routes, see Index map, page 46.

THE WOLEVER GARAGE

T. T. WOLEVER, Prop.

ONE HALF BLOCK SOUTH OF COURT HOUSE, MAIN STREET

MONTICELLO, IND.

STORAGE—SUPPLIES

Best General Machine Shop in Town
REPAIRING A SPECIALTYTOURISTS WELCOME PHONE 322
If you break down call us up

Route 12—Wolcott to Kokomo, Ind.—62.8 m.

Route map, page 47

Reverse route, No. 225

Via Monticello and Delphi. Good gravel and stone pike most all the way.

MILEAGES
Total Intermediate

0.0	0.0	WOLCOTT, IND. At RR. crossing (center of town) go south for about $\frac{1}{2}$ mile.
0.5	0.5	Prominent cross-road,—edge of town; turn left, follow direct road.
3.3	2.8	End of road just after passing brickyards (on right). Road to the left leads into Seafield . Jog right, cross iron bridge and immediately left, follow direct road with a number of sharp jogs, to center of
9.5	6.2	REYNOLDS. Continue straight ahead, cross RR. Caution for sharp right and left turn (10.1 m).
10.9	1.4	End of road; turn right to next
11.1	0.2	Left-hand road; turn left, jogging slightly left and immediately right (12.8 m). Straight ahead to center of
15.6	4.5	MONTICELLO , Court House on left. Wolver Garage, S. Main St. Dye & Gardner, Main St., Stock Michelin Tires. Turn right on farther side of Court House to edge of town.
16.3	0.7	Do not cross RR. Turn left along tracks for a short distance, shortly bearing right downgrade; cross iron bridge over Tippecanoe River, running upgrade out of valley to
17.5	1.2	Right-hand road; turn right, follow direct road, straight through 4-corners, at RR. crossing (18.9 m). Caution for sharp left and right turns at (20.2 m & 22.8 m), to
25.9	8.4	End of road; turn left on winding but direct road, to
28.0	2.1	Prominent 4-corners,—school on farther right; turn left down steep grade; straight through Pittsburg (28.3 m), cross long iron bridge over Wabash River;
28.5	0.5	Fork just beyond; turn left under RR., follow direct road, bearing right, cross stone bridge (29.4 m), cross RR. (29.7 m) to center of
29.9	1.4	DELPHI , Court House on right; (At this point intersect Routes 294 and 272.) Continue straight through, pass Court House, running down slight grade over iron bridge to

Route 14**Chicago Section**

- 30.1 0.2 Left-hand turn just beyond bridge—concrete arch straight ahead; turn left shortly winding right upgrade, follow direct road to
- 33.1 3.0 Prominent cross-road; turn left, pass brick school (on right) just after crossing RR. (33.6 m); straight ahead to RR. crossing center of
- 39.2 6.1 **FLORA.** Continue straight through town on direct road.
- 48.3 9.1 4-corners, brick school on left—white church on farther right; turn right to next
- 49.3 1.0 4-corners; turn left, follow direct road, running right and left with same (56.0 m) to
- 56.6 7.3 Left-hand road;—poor road straight ahead; turn left with main travel, follow direct road, bearing slightly right (60.7 m), cross RR. (61.9 m) to
- 62.0 5.4 **Mulberry St.**, just beyond RR.; turn left on brick pavement, shortly picking up trolley, follow same to
- 62.7 0.7 **Main St.** Turn right on Main to center of
- 62.8 0.1 **KOKOMO**, Court House on right.

Hotel Frances, Mulberry St.

Excelsior Garage, 108 Mulberry St.

Kokomo A. & M. Co., 220 W. Mulberry St., Stock Michelin Tires.

J. E. Palethorpe, 120 E. Sycamore St., Stock Michelin Tires.

For diverging routes, see Index map, page. 411.

Route 14—Chicago to Crawfordsville, Ind.—173.4 m.

Route map, page 47

Reverse route, No. 239

This trip, using the first part of Route No. 11 to Thayer, makes a very attractive route to a rather well-known and beautiful health resort at Kramer, Ind. In connection with Route No. 87a it may be used to advantage as a through route to Indianapolis, for, after leaving Thayer, it is through an entirely different country than the more traveled route via Lafayette.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

0.0 0.0 **CHICAGO**, Michigan & Jackson Boulevards.

For the first part of this route to Thayer, Ind., follow Route No. 11.

- 62.8 62.8 **THAYER.** Instead of turning left for Rensselaer and Lafayette continue straight south on stone road.
- 69.0 6.2 Jog left and immediately right through irregular 4-corners, continuing south on sandy stretch for nearly 2 miles.
- 70.8 1.8 Right-hand road; turn right along irrigation ditch for about a mile, shortly running onto stone road.
- 76.2 5.4 4-corners; turn left with stone road, curving right with road (78.0 m).
- 78.4 2.2 Left-hand road; turn left, following macadam.
- 79.7 1.3 4-corners; turn right with main travel across RR. at **Enos Station** (79.9 m).
- 80.3 0.6 Left-hand road just beyond school (on right); turn left, continuing straight south on stone road to edge of
- 85.2 4.9 **MOROCCO.** Business center 2 blocks to the right, station over to right.

It is reported that in spring of 1911 all roads from here to Kentland will be improved with gravel or stone. If they are not, the option to Fowler via Brook is much better in wet weather. Go straight south on main traveled road.

The Mavity-Sleeper Co., Fowler, Ind.



◆◆◆◆◆
Fireproof Garage

◆◆◆◆◆
....Steam Heated....

◆◆◆◆◆
OPEN DAY AND NIGHT

- 87.6 2.4 Jog left and immediately right through irregular 4-corners, following telephone poles.
- 88.8 1.2 End of road; turn left across RR. and immediately right, still following poles, jogging slightly left and right across iron bridge (90.3 m).
- 91.0 2.2 End of road—school on right; turn left $\frac{1}{2}$ mile.
- 91.5 0.5 Prominent 4-corners (road straight ahead leads to Brook); turn right across small iron bridge, continue straight south on dirt road, crossing iron bridge over Iroquois River (94.2 m).
- 95.1 3.6 Left-hand road just after road turns right; turn left, following telephone poles, continue straight south with main travel on stone road to center of
- 98.4 3.3 **KENTLAND.** Court House on right.
Continue straight ahead across RR.
- 98.6 0.2 End of road; jog left and right around school house and again left and right just beyond.
- 99.7 1.1 4-corners—school on left; turn left with poles for 1 mile.
- 100.7 1.0 4-corners; turn right still with poles, going straight.
- 105.3 4.5 Irregular 4-corners; do not cross RR., bear diagonally left along tracks to center of
- 105.5 0.2 **EARL PARK.**
Dixon & Co., Garage.
Continue straight ahead along tracks, passing station (on right).
- 105.9 0.4 End of street; turn left, going straight east.
- 110.5 4.6 End of road; turn right, meeting telephone line; follow same straight south on stone road to center of
- 114.7 4.2 **FOWLER, Main St.**
The Mavity-Sleeper Co., Main St.
Continue straight south across Main St., crossing RR. (114.8 m), straight through all cross-roads.
- 121.6 6.9 Prominent 4-corners, intersection of Route 54. Continue straight ahead across RR.; following good stone-gravel road.
- 125.5 3.9 End of road; turn left, curving right with road a short distance beyond, following telephone poles to center of
- 128.9 3.4 **RAINESVILLE.** Continue straight ahead through town.



MUDLAVIA HOTEL
KRAMER, INDIANA

Fine Roads to MUDLAVIA HOTEL

120 MILES FROM CHICAGO

Home of the famous Mud Bath treatment for all Rheumatic troubles. See route and map in this book. Good Golf Course. Excellent Meals. Garage on property. Write for literature or use Long Distance Telephone or Western Union night letter for terms and reservations.

R. B. KRAMER, Pres.
KRAMER **INDIANA**

- 129.2 0.3 Left-hand road—cemetery on right; turn left with poles.
- 130.1 0.9 Right-hand road; turn right still with poles; follow same with numerous right and left turns.
- 131.1 1.0 4-corners; turn right, still with poles.
- 132.0 0.9 End of road; turn left.
- 133.0 1.0 End of road; turn right, following main travel straight
- 137.0 4.0 Prominent right-hand road.

(For Mudlavia Hotel and Hunter Springs Hotel, Kramer, see Note A.)

For Attica continue straight ahead, curving left with road across small iron bridge (138.7 m), curving right through covered wooden bridge (139.2 m), crossing RR. just beyond.

- 139.4 2.4 Prominent 4-corners; turn left shortly, running down-grade across long iron bridge and RR. to center of
- 140.2 0.8 **ATTICA**, Perry & Mill St. Bank on left.

Westfall Auto Co., Main St., Stock Michelin Tires.

(For diverging routes, see Index map, page 507.)

Turn right on Mill St., 1 block, turning left, go straight out of town.

- 140.7 0.5 Fork; bear right, passing school (on right—141.4 m).
- 143.1 2.4 Bear slightly left through irregular 4-corners, passing school (on right).
- 145.2 2.1 Right-hand road—brick house on left; turn right.
- 146.2 1.0 Jog left across small iron bridge and immediately right, crossing small iron bridge (147.3 m); avoid right-hand road just beyond, following main travel straight ahead to center of
- 151.1 4.9 **NEWTON**. Brick store on right. Turn left, straight out of town.
- 152.3 1.2 Fork; bear left, curving right with road. Avoid left-hand road just beyond, following main travel almost straight ahead through prominent cross-roads (155.2 m & 157.4 m), to center of
- 160.4 8.1 **NEW RICHMOND**. Keep straight ahead through town.
- 160.9 0.5 End of road; turn right immediately, crossing RR., avoiding left-hand road (161.5 m).
- 163.5 2.6 End of road; turn left, curving right with road just beyond, jog left and right around brick church

Motorists — the ideal trip through Indiana's prettiest country over perfect roads is to

The Hunter Springs Hotel

Dr. W. H. DINSMORE, Manager

FIVE MILES
from ATTICA,
on Blue Book
Routes Nos. 14
and 239. The
Hotel is 110 feet
above beautiful
Pine Creek. The
Natural Salt
Waters of Hunter
Springs contain
the same curative
properties as the
famous springs of
Nauheim, Ger-
many.



Excellent meals
Fifty Cents.

Regular rates
\$14.00 to \$27.00
a week.

Write for book-
let BX which
explains every-
thing pertaining
to the Mineral
Mud Baths
and Salt
Water Baths
Treatment.

A good garage is operated for the convenience of the motorists

167.0 3.5 (164.4 m), following main travel on winding but direct
End of road; turn right on gravel road, straight through
cross-roads (168.2 m). **Caution** for sharp left and right
across iron bridge (169.4 m), running into road from left
(171.3 m), following winding but direct road through
covered wooden bridge (172.3 m), leaving same running
up winding grade.

172.9 5.9 Turn left on brick street.

173.2 0.3 At Knights of Pythias Hall (on left) turn right 1 block
and then left to center of

173.4 0.2 **CRAWFORDSVILLE.** Court House on left.

The Crawford, Main & Green Sts.

Cummings Auto Co.

Albright Auto Co., 210 E. Market St., Stock Michelin Tires.

For Indianapolis see Route 87A.

For diverging routes, see Index map, page 507.

Note A—For Mudlavia Hotel and Hunter Springs Hotel, at Kramer, turn
right at mileage 137.0 m, follow main travel on slightly winding road, curving
left with same (140.2 m) and right ½ mile beyond, taking next left to center
of Kramer. Mudlavia Hotel. Hunter Springs Hotel.

2

PROFESSIONAL Racing Drivers — to whom accu-
racy and reliability in a speed indicator may mean
life or death—use the Warner Auto-Meter exclusively.
They won't start in a race without one.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 14A—Morocco to Fowler, Ind.—34.7 m.

Although 5 miles longer than the route through Kentland and Earl Park, this option will prove useful to people desiring to reach Geo. Ade's residence at Brook, also roads this way are fully as good and, unless the improvements are made during spring of 1911 between Morocco and Kentland, this route may be preferable.

MILEAGES
Total Intermediate

0.0	0.0	MOROCCO. Business center 2 blocks to the right.
		Continue straight ahead across RR. to
0.3	0.3	Prominent 4-corners; turn left on stone road, recrossing RR. (0.6 m).
2.1	1.8	Right-hand road; turn right.
3.1	1.0	End of road; turn left with stone shortly running onto sandy-dirt road.
6.0	2.9	4-corners; turn right for about 1 mile.
7.1	1.1	Jog right and immediately left through irregular 4-corners, continuing south on macadam road to center of
10.3	3.2	BROOK. Turn left, passing home of George Ade (12.6 m), crossing RR. at Foresman (13.9 m).
14.5	4.2	Right-hand road; turn right, following good stone road straight south.
20.9	6.4	Right-hand road; turn right.
21.3	0.4	4-corners; turn left across RR. to end of street in
22.5	1.2	GOODLAND. Turn right, crossing another RR.
22.7	0.2	4-corners just beyond RR.; turn left.
25.9	3.2	End of road; turn right.
27.4	1.5	4-corners; turn left still with stone road to center of
34.7	7.3	FOWLER, Main St.

The Mavity-Sleeper Co., Main St.

Route 16—Chicago to Champaign, Ill.—149.6 m.

Route map, page 46

Reverse route, No. 90

Via Momence, Kankakee and Paxton. The greater part of the distance to Kankakee is gravel or stone road, although there are some stretches of dirt which would be rather bad in wet weather. About 3 miles south of Kankakee dirt roads are encountered and with the exception of about 10 miles through Paxton the remainder is over black dirt, which is very bad after heavy rains, although it is a very good trip in dry weather.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

0.0	0.0	CHICAGO, Michigan & Jackson Bouls., red guide lights on both corners.
-----	-----	--

Go south on Michigan Boul., running along Grant Park, passing office of the Official Automobile Blue Book (on right—0.7 m). Continue straight south on boulevard, through "Automobile Row," passing red guide lights at intersection of 33rd St. (3.0 m).

5.8	5.8	Garfield Boulevard (55th St.—double driveway); turn right on near driveway for 2 blocks to first trolley line.
6.0	0.2	State St. ; turn left and follow State St. straight south, under Elevated (6.5 m) and under long RR. viaduct (7.0 m). Avoid Vincennes Road where trolley leaves to the right (7.6 m), continuing straight ahead on State St. Cross a number of RRs. (10.4 m), passing quarry (on right) to what is practically the end of State St. at

Chicago Section

Route 16

- 12.0 6.0 103rd St. (trolley line). Turn right on 103rd St. for exactly 1 mile, to
- 13.0 1.0 **Halsted St.**; turn left, continue straight south, crossing RR. (15.0 m), running through **W. Pullman** (15.2 m), cross RR. (station on right), cross another RR. (17.0 m)—coal dump on right.
- 17.2 4.2 End of road; jog right and next left on dirt road; continue south on stone road; cross RR. (17.6 m) and long iron bridge over Calumet River; curve slightly right with road across 2 RRs. (19.6 m), straight ahead into
- 19.9 2.7 **HARVEY**, station on left. Continue south along RR. (on left). Avoid all intersecting roads, running up slight grade (22.7 m) (where good road comes in from the right); **taking care not to pass**
- 22.9 3.0 Left-hand road—telephone line divides; turn square left across RR., and immediately turn right on Vincennes Road to prominent 4-corners at
- 23.3 0.4 **HOMEWOOD**. Continue straight through on same thoroughfare with telegraph line, passing Idlewild Country Club (on left—24.8 m).
- 25.8 2.5 End of road (mud road to the right); turn left, bearing right with road just beyond. Follow telegraph poles, curving left with road (26.4 m).
- 26.7 0.9 Prominent 4-corners—telegraph line divides; turn right, follow main travel to
- 28.2 1.5 **CHICAGO HEIGHTS**, Chicago Road & Illinois St. Continue straight ahead on Chicago Road with trolley across RRs. (28.3 m & 28.6 m) (trolley ends just beyond). Cross interurban tracks (28.9 m), straight through prominent cross-road (29.5 m). (Road to the left leads straight to Dyer and Valparaiso—road to the right leads to Joliet.) Pass Steger Piano Co. (on left—30.1 m) to center of
- 30.3 2.1 **STEGER**, 4-corners. Continue straight south through **Crete** (33.3 m), passing **Beecher** (over to the right—40.8 m).
- 44.0 13.7 End of road; turn right, crossing C. & E. I. tracks in **Sollitt** (45.0 m); turn left immediately beyond, and at station turn right to
- 45.7 1.7 End of road; turn left, continuing south on direct road to
- 48.9 3.2 **GRANT**. At southern edge of town turn right away from RR.
- 49.8 0.9 Turn left, following main traveled road, paralleling RR. to center of
- 55.0 5.2 **MOMENCE**. Bank on farther right, hotel on left. Turn right for 1 block and then left, going straight out of town, jogging right and left (55.6 m). Cross RR. (56.3 m).
- 58.1 3.1 End of road; turn left with main travel, crossing RR. (58.4 m), running onto dirt road (58.7 m). Jog right

MOTORISTS, STOP
with
FLEMING & BROWN
KANKAKEE'S 198-200 Station St.
LEADING Garage KANKAKEE, ILL.
Finest Garage between Chicago and Champaign. OPEN DAY AND NIGHT
Storage, Supplies, Machine Shop, Vulcanizing and
Tube Work. Emergency car always ready.
PHONES: 232 R. Bell, 990 Independent

and left with road (59.0 m). Telephone poles leave to the right (59.2 m), running along Kankakee River (on left).

- 62.0 3.9 End of road. Long iron suspension bridge on left; turn right, curving left just beyond across small iron bridge.
- 62.2 0.2 Fork; bear right with poles, going straight ahead over numerous iron bridges to center of
- 66.9 4.7 **KANKAKEE**, Court & Schuyler Ave.
Fleming & Brown Garage, 188 Station St.
G. A. Fortin, 183 Station St., Stock Michelin Tires.
(For diverging routes, see Index map, page 46.)
Go west 2 blocks on Court St.
- 67.0 0.1 **East Ave.**; turn left along RR., passing station (on right).
- 67.3 0.3 End of street; turn right with trolley under RR.
- 67.5 0.2 Turn left with trolley over long concrete bridge, jogging right and left with trolley on Washington St. (67.8 m).
- 68.2 0.7 End of street; jog left and immediately right, leaving trolley which crosses RR. Follow along tracks (on left), turning right with road (69.7 m) and left ½ mile beyond, leaving stone road (70.5 m).
- 71.0 2.8 Take right-hand road; turn right, passing school (on left—71.3 m) to first
- 72.0 1.0 4-corners; turn left with main travel to first
- 72.5 0.5 Right-hand road; turn right still with main travel.
- 73.5 1.0 4-corners; turn left across RR., leaving sandy road, follow black dirt road straight south, keeping straight ahead where main travel turns into **Chebanse** (77.5 m).
- 80.5 7.0 End of road; jog left and immediately right across RR., continuing straight south along tracks through **Clifton** (82.1 m) and **Askum** (85.9 m).
- 86.7 6.2 End of road; turn right with main travel across RR. for 3 miles.
- 89.7 3.0 4-corners; turn left with poles, going straight south.
- 91.2 1.5 End of road. (Main travel turns to the left across RR into Danforth.) **Turn right** for little over a mile.
- 92.5 1.3 4-corners; turn left. Road is straight south for almost 8 miles, crossing RR. (96.2 m), passing Gilman about a

Chicago Section

Route 16

- mile over to the left, crossing another RR. (96.7 m), continuing ahead to western edge of
- 99.8 7.3 **ONARGA.** Business center few blocks to the left.
Continue straight ahead on narrow street for short distance, picking up main travel from the left.
- 100.8 1.0 End of road; turn right away from RR. for about 1/2 mile.
- 101.2 0.4 Left-hand road; turn left with main travel, going straight south. Avoid road to the right (102.3 m).
- 102.7 1.5 4-corners (road ahead leads into Del Rey); **turn right.**
- 103.2 0.5 Left-hand road immediately beyond iron bridge; turn left, follow winding road for short distance, continuing straight ahead.
- 106.2 3.0 Jog left across RR. and immediately right.
- 108.2 2.0 End of road; turn right for 1/2 mile.
- 108.7 0.5 Left-hand road immediately before RR.; turn left to small town of
- 109.3 0.6 **BUCKLEY.** Continue straight south along tracks.
- 112.9 3.6 End of road; jog right across RR. and immediately left, continuing straight south along RR., passing **LODA station** (on left—114.8 m), running onto gravel road (117.0 m), follow same straight ahead across RR. (118.8 m) to center of
- 119.0 6.1 **PAXTON**, business center.
Continue straight through on Market St. with brick pavement.
- 119.4 0.4 End of street; turn right off of brick, go straight ahead on good gravel road.
- 123.3 3.9 Prominent 4-corners; turn left with gravel, passing school (on right) and cross iron bridge over large ditch (123.8 m). Road is straight south for nearly 9 miles to center of
- 132.0 8.7 **RANTOUL.** At end of street turn right with main travel for 1 block and then left.
- 132.3 0.3 End of road; turn right away from tracks, following telephone poles.
- 134.0 1.7 End of road; turn left, leaving telephone line, going south for about 1 1/2 miles.
- 135.6 1.6 4-corners; turn right for 2 miles.
- 137.6 2.0 Turn left; go straight south for 4 miles.
- 141.6 4.0 End of road; turn right 1/2 mile. **Caution** for rough spots along irrigation ditch.
- 142.1 0.5 Left-hand road; turn left. Road is straight south for 6 miles.

Packard
OILS

Authorized by Packard Motor Car
Co. of Detroit. Are only manufac-
tured by Wolverine Lubricants Co.,
80 Broad Street, New York.

**SEE
PAGE
10**

Route 16 A

Chicago Section

- 148.1 6.0 Right-hand road; turn right with poles and main travel, curving left just beyond.
- 148.8 0.7 Right-hand street—brick school on right; turn right, taking next left with main travel onto Randolph St., crossing 2 RRs.
- 149.5 0.7 **Church St.** Post Office on right; turn left to center of
- 149.6 0.1 **CHAMPAIGN**, Neal & Church Sts.

Twin City Motor Co., 103 West Hill St., **Stock Michelin Tires.**

For city map, see page 207. For diverging routes, see **Index map**, page 150.

For through connections, see **Graphic Trunk-line chart**, front of book.

Route 16A—Kankakee to Streator, Ill.—52.7 m.

Route map, page 150

Reverse route, No. 47

Via Dwight. Over good dirt roads practically all the way with short stretches of gravel.

MILEAGES

Total Intermediate

- 0.0 0.0 **KANKAKEE**, Court St. & East Ave.

Go south 2 blocks down short grade on East Ave.

- 0.1 0.1 **Station St.**, station on right; turn right, crossing tracks straight west for nearly 10 miles, crossing long iron bridge over Kankakee River (0.6 m), following old stone road for short distance, leaving same, run over sandy road for couple of miles, crossing RR. (5.3 m). **Take care not to pass**
- 9.9 9.8 Left-hand road. Church and elevator may be seen $\frac{1}{2}$ mile to the left; turn left, crossing RR. at **Goodrich** station (10.4 m), going $\frac{1}{2}$ mile beyond.
- 10.9 1.0 4-corners; turn right and road is straight west for nearly 19 miles, crossing RR. (19.2 m) and again at **Reddick** (20.7 m) straight ahead across tracks at center of
- 29.7 18.8 **DWIGHT**. C. & A. station over to the left.
The Livingston.
Orr Bros. Garage, opposite Depot.
For diverging routes, see **Index map**, page 150.
Keep straight ahead on brick and asphalt street, running onto macadam.
- 31.9 2.2 Irregular 4-corners; turn right 1 mile, crossing RR (32.4 m).
- 32.9 1.0 End of road at irregular 4-corners; turn left 1 mile.
- 33.9 1.0 At irregular 4-corners turn right with main travel 1 mile.
- 34.9 1.0 4-corners—school on left; turn left, go straight ahead for over 17 miles, same thoroughfare becoming Main St., which follow across RR. (51.9 m) to center of
- 52.7 17.8 **STREATOR**, Main & Bloomington Sts.

For diverging routes, see **Index map**, page 150.

←

Hopkins

ELECTRIC

"No Flexible Shaft"

and

The Electrodrometer

See page facing front cover

Speedometer

←

Only trip

odometer with-

out a flexible shaft.

Built

rugged and strong.

Beautifully finished.

Route 18—Chicago to Bloomington, Ill.—149.3 m.

Route map, page 46

Reverse route, No. 51

Via Joliet, Morris, Dwight and Pontiac. Most of the way to Morris being over good gravel or macadam roads, rest of the way good natural road in dry weather.

Descriptive Outline—Leaving Chicago via Jackson & Washington Boulevards, passing through Garfield Park, running southwest through La Grange, with its attractive suburban homes, follow the general course of the drainage canal directly into Joliet, county seat of Will County. Relics of some old Indian mounds still remain southwest of the city and in "Forest of Arden," a beautiful private park, are located evidences of an old French fort. The Illinois Steel Company, a subsidiary plant of the United States Steel Corporation, has enormous coke ovens here, also plant of the American Steel and Wire Company and American Refractories Company are located here. The State Penitentiary, with its attendant industries, is on northwestern edge of city.

At small town of **Dwight** are located the buildings of the Leslie E. Keeley Company, the originator of this series of institutions for the treatment of alcoholics and drug inebrates. At "Renfrew Park," on the northeastern edge of the town, the late King Edward, then Prince of Wales, was entertained at the time of his visit to this country in 1860. Leaving Dwight we are now entering part of the famous Illinois corn belt, abundant evidences of which are seen on both sides of the road, not only in the nature of farms, but the numerous small elevators at railroad crossings. **Pontiac**, with its rather attractive location on the Vermillion River, is best known for its shoe manufactories. The Illinois State Reformatory is also located here.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

0.0	0.0	CHICAGO , Michigan & Jackson Boulevards.
		Go straight west on Jackson Boul. to entrance of
4.7	4.7	Garfield Park .. Immediately after entering park bear right, crossing trolley at Madison St.
5.0	0.3	3-corners; turn sharp left, passing Robert Burns statue (on right), keeping main thoroughfare straight out of park into Washington Boul., which follow straight ahead, jogging right and left (7.0 m).
7.9	2.9	Austin Ave. —low concrete chapel on farther right; turn left 1 block then right on Madison St., with brick pavement and trolleys, straight ahead.
10.1	2.2	Des Plaines Ave. —John Glad's Store on left; turn left with branch line of trolleys, crossing 3rd rail at Forest Park (10.4 m).
10.6	0.5	At fork bear right with trolleys on brick pavement, passing numerous cemeteries on both sides of the street.
12.1	1.5	Irregular 4-corners—RR. short distance ahead; bear right, crossing iron bridge (12.3 m) and RRs. (12.4 m & 14.3 m),
15.1	3.0	End of road; turn left and avoid right-hand road immediately beyond by keeping almost straight south; same thoroughfare becoming 5th Ave., which follow to center of
17.4	2.3	LA GRANGE . Straight ahead on 5th ave., across RR.
19.9	2.5	Diagonal cross-road; turn right on stone road and go straight ahead through all cross-roads.
30.4	10.5	Fork of 3 roads; bear left, leaving telephone line; follow main travel on direct road.
38.1	7.7	Avoid road to the left downgrade leading into Lockport.

See Note A for option to Joliet.

Keep straight ahead along top of bluff, crossing RR.

Chicago Phone 371

N. W. Phone 312

STEINHART-JENSEN AUTOMOBILE CO.

100 Cass Street

JOLIET, ILL.

PONTIAC'S BEST**The IMPERIAL HOTEL**

Cor. Livingstone & Chicago Sts.

E. McConaha, Prop.

**Brand new, modern, fireproof
hotel**

Rooms with and without baths

One block from garage

CENTRAL GARAGE

Webb & Schrock, Prop.

Modern Fireproof Garage

**Storage, Supplies, Machine Work
Steam Vulcanizing**

Open day and night

Welcome Tourists**Close to hotel**

(40.7 m), same thoroughfare becoming Broadway, which follow to Western Ave. in

- 43.0 4.9 **JOLIET**, just after passing school (on right).
Business center to the left.
Steinhart-Jenson Auto. Co., 100 Cass St.
Campbell & Keeling, 106 N. Joliet St., Stock Michelin Tires.
For diverging routes, see Index map, page 107.
Turn square right on Western Ave.
- 43.7 0.7 **Raynor Ave.** Stone house on right; turn left to
- 44.0 0.3 **Exchange St.** 5-corners; turn square right on macadam road, cross RR. (46.1 m).
- 48.8 4.8 Fork. Troy roadhouse on left; turn left, follow winding but direct road.
- 51.0 2.2 Prominent right-hand road; turn right, leaving telephone line; straight ahead across iron bridge (51.9 m).
- 52.0 1.0 4-corners; turn left.
- 53.5 1.5 End of road. RR. straight ahead; turn right, crossing RR. (55.7 m) to first
- 55.9 2.4 Left-hand road; turn left, crossing RR. (56.3 m), center of
- 56.9 1.0 **MINOOKA.** 4-corners, RR. crossing straight ahead. Turn right, passing grain elevator (on left), running under RR. (57.3 m), follow direct road to
- 59.3 2.4 Left-hand branch road; iron bridge straight ahead; signpost on left; turn left, following narrow winding gravel road through woods across RR. (62.1 m).
- 64.2 4.9 Left-hand road just beyond stone bridge; turn left across wooden bridge over canal, turning right with road just beyond, keeping main road—some sandy spots—curving left around cemetery (68.1 m) and right just beyond; cross wooden bridge over canal (68.6 m); straight through diagonal cross-roads just beyond to
- 69.5 5.3 3-corners—elevator ahead; turn left on Division St. to

70.0 0.5 **Washington St.**; turn right to center of

70.1 0.1 **MORRIS**, Court House on left.

For diverging routes, see Index map, page 150.

Straight ahead on Washington St. for 3 blocks.

70.4 0.3 **Calhoun St.**; turn left, crossing long iron bridge over Illinois River; follow direct road straight ahead. Turn right with road (75.9 m) and left (76.4 m); cross RR. (79.3 m), passing Mazon about $\frac{1}{2}$ mile to the left.

88.0 17.6 End of road; turn left and next right; follow main travel across RR. (88.8 m).

89.0 1.0 4-corners; turn left and next right just beyond on Prairie St. to Hotel Livingston, over to the left.

89.4 0.4 **DWIGHT**—4-corners—RR. straight ahead.

The Livingston.

Orr Bros. Garage, opposite Depot.

For diverging routes, see Index map, page 150.

Do not cross RR.; turn right on Chippewa St.

89.6 0.2 **Washington St.**; turn left and bear right just beyond, along RR.; cross branch (89.9 m), follow along RR. tracks on direct road all the way to end of same at

97.3 7.7 **ODELL**. Turn left and immediately right on principal street, passing station (on left); follow direct road.

102.5 5.2 **CAYUGA STATION** (on left); turn right and left just beyond at end of road, curving with road away from tracks (103.0 m) to first

103.8 1.3 Prominent cross-road; turn left, meeting telephone line, pass brick school (on right—105.0 m); cross RR.

105.1 1.3 Do not cross trolley; turn right between tracks, curving left across trolley (106.8 m); follow same across RR. (107.1 m). Trolley leaves to the right just beyond; cross RR. (107.4 m).

107.4 2.3 End of road; curve right past small white school (on left) to end of street at

107.6 0.2 **Main St.**—High School on right; turn left, meeting trolley; follow brick pavement to Court House, center of

107.2 0.6 **PONTIAC**, Main & Washington Sts.

Imperial Hotel, Livingston & Chicago Sts.

Central Garage, 1 block from hotel.

Turn right on Washington St., around Court House.

108.6 0.4 Park (on left); turn left at farther side of park, crossing iron bridge (108.7 m) to

109.2 0.6 End of street—Reform School straight ahead; turn right, curving left with main travel just beyond.

111.3 2.1 Irregular 4-corners; jog left and immediately right.

114.3 3.0 Prominent cross-road—school on right, church on left; turn right, crossing long wooden bridge (116.2 m).

116.3 2.0 Left-hand road—school on farther left; turn left, follow winding but direct road, jogging right and immediately left, through irregular 4-corners (118.8 m) to

119.3 3.0 4-corners—cemetery on left; turn right, bearing left beyond tracks (121.1 m) to

121.8 2.5 4-corners—RR. straight ahead; turn right.

Route 18**Chicago Section**

- 122.0 0.2 End of street—elevator on farther right; turn left, crossing RR. to prominent fork at center of
- 122.1 0.1 **CHENOA.**
L. J. Schultze, Stock Michelin Tires.
Bear right, passing flower bed (on left), to
- 122.3 0.2 End of street; turn right around lumber yard, cross RR.
- 122.4 0.1 4-corners immediately beyond tracks; turn left, following along tracks on direct road past elevator (on left—126.3 m).
- 126.8 4.4 End of road—school on right; turn right to first
- 127.6 0.8 4-corners; turn left, meeting telephone line; follow direct road, crossing RR. (129.3 m), running onto fine stretch of gravel, turning right with road (130.1 m).
- 130.5 2.9 End of road; turn left, passing brick school (on left) to
- 130.7 0.2 **LEXINGTON.** Jog right and left $\frac{1}{4}$ way around square, turning right straight through center of town.
- 131.0 0.3 Left-hand street—small hotel on left; turn left, follow main road, winding right across iron bridge (132.1 m); cross RR. (132.6 m), follow telephone line to
- 135.8 4.8 End of road; turn left with poles.
- 136.5 0.7 End of road; turn right to next
- 137.8 1.3 Left-hand road—poles divide; turn left across iron bridge.
- 138.5 0.7 Jog right and immediately left through poor cross-road (138.8 m), follow winding but direct road, jogging right and left with main travel along RR. to center of
- 140.9 2.4 **TOWANDA.** Do not cross RR., keep straight ahead for short distance.
- 141.1 0.2 4-corners; turn left, follow main travel along tracks, turning right away from same (145.9 m).
- 146.3 5.2 Bear left on Beach St., following main travel through **Normal** (suburb).
- 146.5 0.2b **Willow St.**; turn right.
- 146.7 0.2 **Oak St.**; turn left.
- 146.9 0.2 **Ash St.**—RR. straight ahead; turn right and left just beyond (avoiding road to right with trolley); cross RR. on W. Beaufort St., bearing left (147.4 m), cross trolley (147.5 m).
- 147.9 1.0 Bear left, pass water trough—avoid road to the right; turn left across tracks onto N. Main St., which follow straight ahead to cross-road, center of
- 149.3 1.4 **BLOOMINGTON**, Main & Jefferson Sts.

Murray & Velde Garage, 205 So. East St.

Peoples Restaurant, 115 E. Jefferson St.

For city map, see page 148. For diverging routes, see **Index map**, page 150.

For through connections see **Graphic Trunk-line chart**, front of book.

Note A—Good option into Joliet via Lockport. Bear left downgrade, keeping straight ahead across number of iron bridges, cross RR. (0.8 m) on 9th St., to center of **Lockport** (1.0 m). Turn right, follow trolleys straight ahead on good macadam passing State Prison (4.1 m), same thoroughfare becoming Collins St., which follow to Benton St. (5.2 m), where turn right 1 block, then left into Eastern Ave., which follow to Clinton St. (5.5 m), turn right under RR. to Chicago St. and left on same to Court House, center of **Joliet**.

Route 20—Chicago to Ottawa, Ill.—87.4 m.

Route map, page 107

Reverse route, No. 44

Via Aurora and Yorkville. Over gravel roads practically all the way.

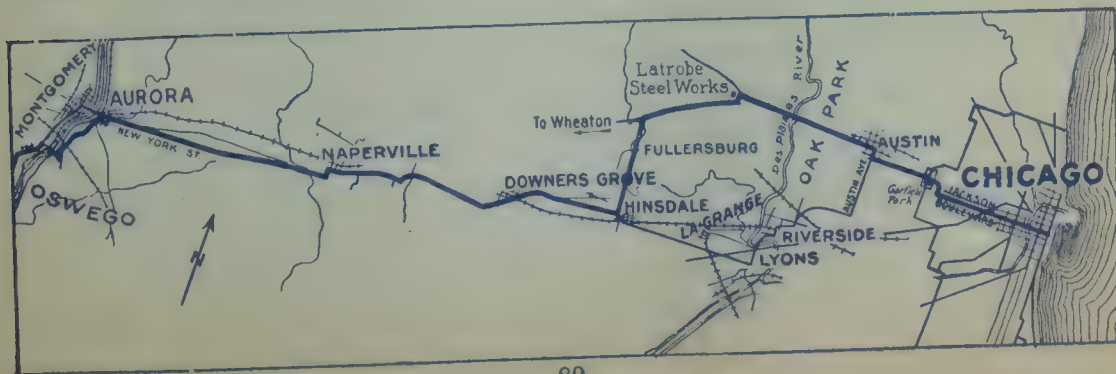
Descriptive Outline—Leaving Chicago via Jackson Boul., through Garfield Park, with its fine conservatories and flower beds, we continue west on Washington Boul., swinging slightly north through **Oak Park**, one of the prettiest suburbs of Chicago, some of its streets reminding one very much of an old New England town, with its fine shade trees and residences. Continuing west through **Hinsdale** to **Naperville**, which, as late as 1840, was the nearest village to Chicago. This is located on an old trail used by the American Fur Company between Chicago and the Ohio River as a depot where trading with Indians was carried on. Ft. Payne was also located here. **Aurora** is a very flourishing city, located on the beautiful Fox River. It is not only exceptional for its many paved streets and fine homes, but it has many flourishing manufacturing interests. The C. B. & Q. Railroad's largest shops are located here. Leaving Aurora the route follows quite closely the course of the Fox River, crossing same at the quaint old town of **Yorkville**. For Ottawa points of interest see head of Route No. 41.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 48)

0.0	0.0	CHICAGO , Michigan & Jackson Boulevards.
		Go straight west on Jackson Boul. to entrance of
4.7	4.7	Garfield Park . Immediately after entering park bear right, crossing trolley at Madison St.
5.0	0.3	3-corners; turn sharp left, passing Robert Burns statue (on right), keeping main thoroughfare straight out of park into Washington Boul., which follow straight ahead, jogging right and left (7.0 m).
7.9	2.9	Austin Ave. —low concrete chapel on farther right; turn left 1 block then right on Madison St., with brick pavement and trolleys, straight ahead.
10.1	2.2	Des Plaines Ave. —John Glad's Store on left; turn left with branch line of trolleys crossing 3rd rail at Forest Park (10.4 m).
10.6	0.5	At fork bear right with trolleys on brick pavement, passing numerous cemeteries on both sides of the street.
12.1	1.5	Irregular 4-corners—RR. short distance ahead; bear right, crossing iron bridge (12.3 m) and RRs. (12.4 m & 14.3 m), following good macadam.
15.1	3.0	Jog left and immediately right through irregular 4-corners, straight through small town of Proviso (16.2 m).
17.6	2.5	End of road; turn left, follow good stone road through 4-corners at Fullersburg (19.6 m) running upgrade just beyond curve, slightly right and left into
20.7	3.1	HINSDALE . One block before RR. turn right on rather





- narrow street for short distance, keeping straight ahead out of town through 4-corners (24.4 m), cross RR. (24.6 m), straight through **Downers Grove** (25.3 m), winding upgrade (29.3 m) direct to center of
- 32.7 12.0 **NAPERVILLE**—stone watering trough straight ahead. Turn left across iron bridge, turning right just beyond with main travel upgrade.
- 33.3 0.6 Fork at top of grade; bear right and continue on direct road, crossing RR. (37.3 m), same thoroughfare becomes New York St., which follow straight ahead with trolley. **Caution for dangerous RR.** crossings at foot of sharp grade, passing station (on right—41.6 m).
- 41.7 8.4 **Broadway**; turn left to center of
- 41.9 0.2 **AURORA**, Broadway & Fox Sts.
- Downer Place Garage, Fox St. & Downer Place.
Central Garage, 66 La Salle St., Stock Michelin Tires.
For diverging routes, see page 107.
- 42.1 0.2 Turn right on Fox St., crossing 2 new concrete bridges. **River St.**, 1 block beyond bridge; turn left with branch trolley, running straight ahead across RR. (42.5 m), leaving brick pavement (42.7 m), running under RR. (43.1 m). Trolley leaves to the left just beyond. Straight ahead along Fox River to right-hand street in
- 44.5 2.4 **MONTGOMERY**—saloon on farther right. Turn right 2 short blocks, turning left at station along tracks, curving right across same (45.1 m) to first
- 45.3 0.8 Left-hand road; bear left, recrossing tracks (45.8 m), picking up trolley just beyond, follow same straight ahead. Where trolleys leave to the left (47.9 m) keep

For Real Service
Stop at the New

DOWNER PLACE GARAGE

20,000 square feet of floor space equipped for the convenience of every motorist.

RAYMENT'S famous ENGLISH KITCHEN in connection.

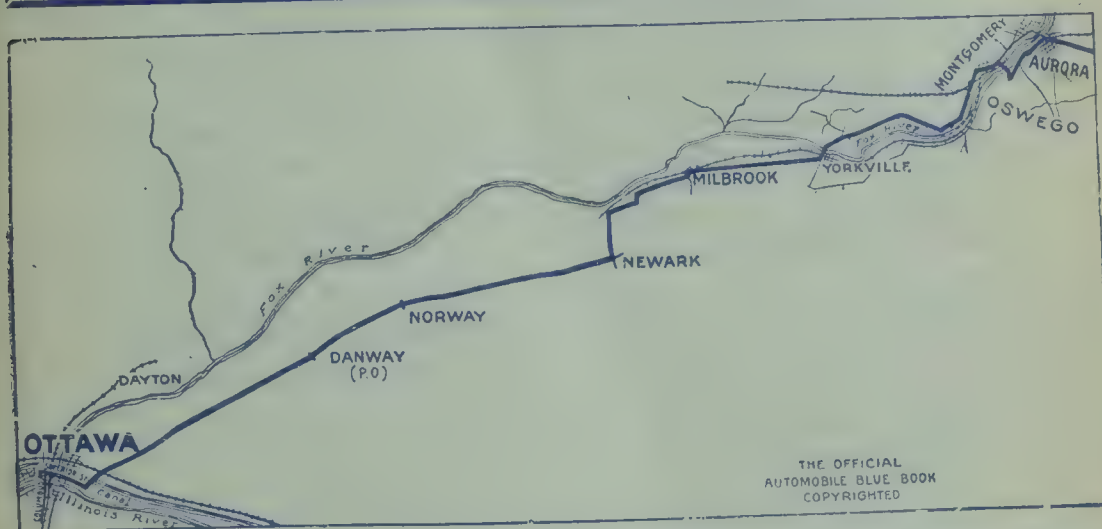
High-Class Cuisine

Club Features

Downer Place and Lake Street

AURORA, ILLINOIS

Both Phones 400



ahead, passing long iron bridge (on left) which leads into Oswego.

- | | | |
|------|-----|---|
| 52.7 | 7.4 | Turn right on main traveled road to |
| 53.1 | 0.4 | End of road; turn left and next right (53.4 m), following main travel with numerous right and left turns, but very easy to follow. At (53.7 m) turn left downgrade across 2 iron bridges and RR. to center of |
| 54.0 | 0.9 | YORKVILLE. Go straight through, curving right upgrade. At top of grade turn left and right around old Court House. |
| 54.2 | 0.2 | Prominent left-hand street; turn left on main traveled road across small bridge (56.4 m). |
| 57.1 | 2.9 | End of road; turn right across RR. at Fox station, turning left with road (57.4 m); cross RR. (61.6 m). |
| 61.8 | 4.7 | Left-hand road; turn left, avoiding road to the left (62.1 m). Continue straight ahead through 4-corners (63.6 m), curving right (63.9 m). Caution for sharp right and left turns (66.3 m) and (66.5 m), cross iron bridges (66.8 m), going almost straight ahead to center of |
| 67.0 | 5.2 | NEWARK. Bear right 1 short block and then left. |
| 67.2 | 0.2 | End of street; turn right, following main travel all the way; "S" turn (69.3 m), pass school (on left—70.9 m), straight through diagonal cross-road (72.1 m)—large telephone poles come in from the right (73.7 m), follow same through Norway —white church (on left—73.9 m), running downgrade across small bridge (74.7 m). |
| 76.0 | 8.8 | Fork—(road straight ahead was not graveled in 1910). Turn left, passing Danway postoffice (on right—76.6 m). |
| 76.7 | 0.7 | End of road; turn right, following direct road, bearing left across iron bridge (77.8 m) and curving right just beyond to |

Route 21

Chicago Section

- 80.0 3.3 Left-hand road; turn left, cross small concrete culvert, follow direct road across RR. (85.2 m) and canal a short distance beyond, turning right with road along canal, crossing iron bridge over Fox River, same thorofare becomes Superior St., which follow to
- 86.9 6.9 **Columbus St.**—meeting trolley; turn left, passing park (on right).
- 87.3 0.4 **Madison St.**; turn right to Court House, center of
- 87.4 0.1 **OTTAWA**, La Salle & Madison Sts.

For city map, see page 132. For diverging routes, see **Index map**, page 46.
For thru connections, see **Graphic Trunk-line chart**, front of book.

Route 21—Chicago to Ottawa, Ill.—89.2 m.

Route map, page 107

Reverse route, No. 45

Via Archer Ave., Joliet and Morris. Over almost an entirely different route to Morris than Route No. 18 to Bloomington. On stone and gravel roads practically all the way, with some short stretches which are rather rough.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

- 0.0 0.0 **CHICAGO**, Michigan & Jackson Boulevards—Stratford Hotel on right.
- Go south on Michigan Boul., passing Grant Park (on left), through "Automobile Row," **taking care not to pass**
- 2.8 2.8 **Thirty-first St.** (with trolley); turn right, keep straight ahead under RR. (3.4 m), curving right with street at large gas tank (on left—4.8 m).
- 4.9 2.1 **Archer Ave.**—1 block beyond gas tank; turn left across iron bridge over Chicago River, follow Archer Ave. straight for over 8 miles, passing McKinley Park (on left—6.2 m) under RR. (6.4 m), cross RR. (9.6 m) to 3-corners in
- 13.2 8.3 **SUMMIT.** Bear right with one line of trolleys, down slight grade to next left
- 13.4 0.2 Turn left with trolley under RR., crossing 3 iron bridges over drainage canal and Des Plaines River, cross 2 RRs. (14.3 m).
- 14.5 1.1 Diagonal cross-road—trolley goes straight ahead; turn sharp left, crossing RR. (15.5 m) passing large stone crusher just beyond. Continue straight ahead on main traveled road.
- 27.6 13.1 Fork of 3 roads; bear left, leaving telephone line, continue on direct road.
- 35.3 7.7 Avoid left-hand road, which leads downgrade to Lockport, about a mile to the left, keeping straight ahead on top of bluff across RR. (37.7 m), same thorofare becoming Broadway, which follow to
- 40.1 4.8 **Western Ave.**, at foot of short grade; bear left downgrade for 1 block, turning right into Bluff St.

For all routes in the Chicago Section except to Indiana points, see **SPECIAL CHICAGO INDEX MAP**, page 107, in addition to the State Index on page 46.

40.4 0.3 **JOLIET**, Bluff & Jefferson Sts.—business center to the left.

Steinhart-Jenson Auto. Co., 100 Cass St.

Campbell & Keeling, 106 N. Joliet St., Stock Michelin Tires.

For diverging routes, see Index map, page 107.

Keep straight ahead on Bluff St., crossing RR. (40.7 m), running along canal (on left).

42.1 1.7 Turn left over canal, **taking next right**, continue on fairly good gravel and stone road.

46.0 3.9 Fork just after running upgrade; bear right.

47.7 1.7 Avoid good road to the right, keeping straight ahead on what looks like a poor road for short distance, shortly running along bank of canal again.

51.0 3.3 1 block beyond school turn right with main travel and next left into small town of

51.4 0.4 **CHANNAHON**. At Conroy's saloon (on left) turn right, crossing 3 iron bridges over canal.

52.3 0.9 Avoid road to the left where telephone poles turn left, keeping straight ahead across RR. (55.2 m).

56.8 4.5 End of road; turn left, curving right with road across old stone bridge (58.3 m).

58.4 1.6 Just beyond stone bridge turn sharp left upgrade over canal, turning right just beyond, continue on direct road, jogging left and right around cemetery (62.3 m), curving right with road over canal. Keep straight ahead, same thoroughfare becoming Armstrong St.

63.7 5.3 **Division St.**—RR. on right; turn left 2 blocks.

63.8 0.1 At large school (on right) turn right 2 blocks to main street of

64.0 0.2 **MORRIS**—business center 2 blocks to the left. Turn right, crossing tracks and station (on right), keeping straight ahead over macadam street to

Turn right, crossing tracks and station (on right), keeping straight ahead over macadam street to

64.5 0.5 End of street; turn left.

64.8 0.3 End of street; jog right, curving left just beyond, go straight ahead for over 12 miles on a well-graded dirt road.

77.4 12.6 Left-hand road just after passing school on right; turn left with gravel.

79.4 2.0 End of road; turn right with main travel, shortly curving left down long winding grade, jogging left and right with street (80.7 m), straight ahead into

81.5 2.1 **MARSEILLES**—business center on left. Keep straight ahead out of town, following good road along side of bluffs, with fine views of valley to the left.

86.7 5.2 End of road; bear left into road from Aurora. Cross RR. and canal (87.2 m).

87.3 0.6 Just after crossing canal bridge turn right, avoiding road to the left; keep straight ahead past brick plant. **Take care not to pass**

Route 23**Chicago Section**

88.0 0.7 Left-hand road—iron bridge a short distance ahead; turn left, keeping straight ahead to trolley line (88.4 m), turn right and almost immediately run onto brick pavement, which follow straight ahead with trolleys across iron bridge to Court House, center of

89.2 1.2 **OTTAWA**, Main & La Salle Sts.

The **Ottawa Garage**, 709 Columbus St., **Stock Michelin Tires**.

For city map, see page 132. For diverging routes, see **Index map**, page 150.

For through connections, see **Graphic Trunk-line chart**, front of book.

Route 23—Chicago to Galesburg, Ill.—187.7 m.

Route map, page 95

Reverse route No. 71

Via Aurora, Plano, Princeton and Kewanee. Most of the way to Princeton being good gravel road, remainder well-kept dirt road, with some stretches of gravel.

Descriptive Outline—For points of interest to Aurora see head of Route No. 20. Leaving **Aurora**, this route runs directly through a rich farming country. Two miles south of **Plano** is the site of a battle between the French and Indians in 1730, the spot being marked by a monument. James A. Patten, now well known as the "Cotton King," spent his earlier days at **Sandwich**. **Princeton** is the home of John Bryant, brother of William Cullen Bryant, poet. From here on the route is not particularly interesting from historical point of view, but is through some of the richest agricultural districts of the state. **Kewanee** is a typical manufacturing town.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

0.0 0.0 **CHICAGO**, Michigan & Jackson Boulevards.

See Route No. 20 for full running directions Chicago to

41.9 41.9 **AURORA**, Broadway & Fox Sts.

Downer Place Garage, Fox St. & Downer Place.

Central Garage, 66 La Salle St., **Stock Michelin Tires**.

For city map, see page 90. For diverging routes, see page 107.

Turn right on Fox St., crossing 2 concrete bridges.

42.1 0.2 River St., turn left with one line of trolleys crossing RR. (42.5 m), leaving brick pavement, keep straight ahead with trolley under RR. (43.1 m). Trolley leaves to the right just beyond. Follow along bank of Fox River to prominent right-hand road in

44.5 2.4 **MONTGOMERY**—saloon on farther right. Turn right, crossing trolley, taking next left at station curving right across tracks (45.1 m).

45.3 0.8 Route No. 10 to Ottawa leaves to the left. Keep slightly right with telephone line.

46.2 0.9 First left-hand road; turn left with poles.

48.8 2.6 Fork; bear right with main travel.

49.5 0.7 Left-hand road—poor road ahead; turn left, crossing RR. at

50.4 0.9 **BRISTOL STATION**. Just beyond tracks bear right with main travel on diagonal road, follow direct but winding road.

52.4 2.0 Fork—lone tree in center; bear right with poles crossing RR. (53.8 m), jogging left and right with road (54.9 m).

55.7 3.3 End of road; turn left with main travel.

56.1 0.4 Immediately before RR. crossing turn right along tracks, shortly running downgrade across iron bridge, curve

THE OFFICIAL
AUTOMOBILE BLUE BOOK
COPYRIGHTED



left between 2 old stone mills, running up grade to center of

- 57.4 1.3 **PLANO**—station on left. Go ahead 1 long block.
- 57.6 0.2 Turn left, crossing tracks.
- 58.5 0.9 Right-hand road in middle of grade; turn right, follow direct road into center of
- 62.8 4.3 **SANDWICH**—RR. on right.
Turn left 1 block and immediately right, running along tracks again.
- 63.7 0.9 End of road; turn left with main travel.
- 64.4 0.7 End of road; turn right, going straight ahead to southern edge of
- 66.5 2.1 **SOMONAUK**—brick school on right. Turn left for 3 miles.
- 69.6 3.1 4-corners immediately beyond small stone culvert; turn right, leaving what appears to be a better road curving left with road (71.4 m).
- 71.6 2.0 4-corners; turn right, continue on direct road, same becomes better all the way, cross RR. (81.1 m).
- 81.7 10.1 Prominent 4-corners—frame church on farther right; turn left across bridge (82.0 m), turning right (82.4 m) past fine row of trees, cross RR. (83.1 m), curving left with road (86.3 m).
- 86.7 5.0 Right-hand road; turn right.
- 88.7 2.0 End of road; turn left for about 1 mile.
- 89.8 1.1 4-corners; turn right with telephone wires.
- 93.7 3.9 End of road; turn left and next right, bear left at power house (94.3 m).
- 94.4 0.7 4-corners; turn right, crossing RR. at Mendota Station.
- 94.5 0.1 End of road; turn left on Main St., along RR. (on left) to second right at Washington St.
- 94.6 0.1 **MENDOTA**.
Turn right on Washington St., running straight out of town.
- 97.1 2.5 End of road; turn left and next right, curving left and right with road (97.7 m), through all cross-roads, curving left and right with road (100.8 m).
- 103.4 6.3 5-corners; turn square left, crossing RR. (103.9 m)—Lemoille station (on left), straight ahead to
- 104.4 1.0 Fork; bear right through 4-corners, cross iron bridge (104.9 m).

Route 23

Chicago Section

- 106.2 1.8 Right-hand road; turn right, continue straight through diagonal cross-roads (106.7 m), cross RR. (110.6 m), bearing right (113.1 m).
- 113.4 7.2 4-corners; turn left and right just beyond past Dover postoffice (on left).
- 113.7 0.3 Fork; bear left, curving sharp right just beyond through diagonal cross-roads (116.2 m). **Caution** for narrow RR. bridge (117.4 m), continue straight ahead to edge of Princeton; pass High School (on left—119.1 m).
- 119.3 5.6 **Peru St.**; turn right to Main St., center of
- 119.5 0.2 **PRINCETON**, Main & Peru Sts.
- For diverging routes, see Index map, page 150.
Turn left on Main St. to Court House.
- 119.7 0.2 **South St.**; turn right and left $\frac{1}{4}$ way around Court House square, turning right still on South St., going straight out of town on direct road. **Caution** for sharp right and left turns running off iron bridge (125.3 m). Cross RR. tracks at **Wyanet** station (126.0 m), going straight ahead through town over rolling country for some distance, running under RR. (131.6 m).
- 134.0 14.3 End of road; turn left with telephone poles and right a short distance beyond following main travel.
- 134.4 0.4 Left-hand road; turn left across RR., turning right with main travel a short distance beyond into
- 134.6 0.2 **SHEFFIELD**. Turn left through center of town on principal street, passing stone water trough, continue straight ahead for 0.3 m.
- 135.0 0.4 4-corners; turn right.
- 135.3 0.3 Left-hand road; turn left and right a short distance beyond, cross wooden bridge, pass coal mine (on right), running upgrade to
- 135.9 0.6 Prominent cross-road; turn left shortly, going uphill, curving right at top of grade, turning left with road (136.6 m). **Caution** for steep downgrade (137.9 m).
- 138.4 2.5 End of road; turn right.
- 139.1 0.7 End of road; turn left across RR. (139.9 m).
- 140.2 1.1 4-corners; turn right with main travel, straight ahead.
- 141.3 1.1 **NEPONSET**—station on right; turn left and next right, straight through center of town, bearing right and left across RR. (142.5 m), through diagonal cross-road (145.3 m). **Caution** for sharp left and right turn across RR. (147.7 m), following along tracks.
- 148.7 7.4 End of road; turn left, picking up trolley (from left) a short distance beyond, continue straight ahead on N. East St., going 1 block beyond where trolley turns right.
- 149.2 0.5 2nd St.—grocery store on farther left; turn right, straight to center of
- 149.8 0.6 **KEWANEE**, 2nd & Tremont Sts.

Matheson Auto Co., Inc., 123 Willard St., Stock Michelin Tires.
Continue straight through with trolley, bearing slightly left at garage (on right).

Chicago Section

Route 25

- 150.1 0.3 Left-hand road; turn left and next right 1 block beyond, going straight ahead. **Caution** for dangerous right turn over trolley and RR. (150.8 m); follow close to tracks.
- 152.3 2.2 Left-hand road; turn left across RR. and trolley to first
- 153.3 1.0 Right-hand road; turn right, going straight ahead across RR. (153.5 m).
- 154.3 1.0 End of road; turn left across RR. at Sadler's Crossing.
- 155.2 0.9 Immediately beyond RR. turn right between trolley and RR., bearing left (158.6 m) away from RR., curving sharp right (158.7 m).
- 158.8 3.6 End of road; turn left and next right, going straight ahead along small park (on left) to end of street at center of
- 159.6 0.8 **GALVA.** Turn right and left just beyond at end of street, crossing 2 separate RRs. (159.9 m).
- 160.0 0.4 Left-hand road; turn left and next right, meeting telephone line, follow direct road for 8 miles, jogging right and immediately left (168.2 m).
- 169.3 9.3 Prominent cross-road—school on left; turn left on direct road passing Oneida (over to the left—175.6 m), going straight ahead to
- 175.7 6.4 End of road; turn right along RR., curving right away from same (179.3 m).
- 179.5 3.8 Left-hand road; turn left to
- 179.9 0.4 Fork and immediately after crossing RR. bear right straight through **Wataga** (180.2 m). Avoid all intersecting roads, follow main thorofare, same becoming Lincoln Ave. Continue on same across RR. (186.7 m), avoiding right-hand road under RR. (186.9 m), curving left with street to end of same at
- 187.0 7.1 **Main St.**; turn right, following trolley across RR. (187.2 m), Public Square, center of
- 187.7 0.7 **GALESBURG**, Main St. at Park.

Union Hotel, north side of Square.

Square Garage, east side of Square.

For city map, see page 173. For diverging routes, see **Index map**, page 150.

For through connections, see **Graphic Trunk-line chart**, front of book.

Route 25—Chicago to Clinton, Ia.—147.6 m.

Route map, page 99

Reverse route, No. 501

Via Geneva, Dixon and Sterling. Gravel roads most of the way, although some stretches of dirt between DeKalb and Dixon are liable to be bad in wet weather.

Descriptive Outline—Leaving Chicago via Jackson Boul., Garfield Park and Washington Boul., through pretty suburban district of **Oak Park**, through Geneva to **DeKalb**, probably best known for its plants manufacturing barb wire, invented by Joseph F. Glidden and Jacob Haish. The manufacturing of this product was carried on very extensively by the late Col. Isaac L. Elwood. About three miles north of the city at the old town of Coltonville, Lincoln, Taylor and Jefferson Davis are said to have met in 1832 for conference at the time of the Black Hawk War. This was formerly an old Indian village and later the first DeKalb County Court House was built here. In the basement of the Glidden House is the DeKalb-Lincoln collection of over 1,000 pictures, among which is the McNulty-Butler original negative, probably the only cabinet negative west of Philadelphia. At Kingston, 15 miles north of DeKalb, will be found a very interesting collection of Indian relics known as the "Mark Cole Collection."

Route 25

Chicago Section

Dixon, one of the oldest cities in northern Illinois, located on the Rock River, was formerly a ferry station on the trail between Peoria and the lead mines of Galena. It was here that Abraham Lincoln was sworn into service as a scout and, as he once related, had his only experience as a soldier during the Black Hawk War. Dixon was also one of the places where Lincoln and Douglas debated. In addition to the scenic beauties of the well-known Rock River, a visit to Lowell Park is well worth while. This was a gift to the city from the late Charles Russell Lowell. At **Fulton** we cross the Mississippi River on a high bridge, affording excellent views of this well-known water course.

This route, in connection with Route 27 to Davenport, form part of the main trunk lines to Iowa points and Omaha.

MILEAGES
Total Intermediate

(For city map, see page 48).

0.0 0.0 **CHICAGO**, Michigan Ave. & Jackson Boul.

Go west on Jackson Boul., running under elevated at Wabash Ave. and at 5th Ave., crossing drawbridge over Chicago River (0.7 m), jogging left and immediately right at Hoyne Ave. (2.8 m); continue straight on to end of Jackson Boul. at

4.7 4.7 **GARFIELD PARK**; enter park, immediately turning right; cross trolley at Madison St. to

5.1 0.4 3-corners; turn left and go directly out of park past Robert Burns Hospital (on left—5.3 m), onto Washington Boul. Continue straight ahead under RR. 6.3 m);

7.1 2.0 Jog right and immediately left, following red guide lights; straight ahead to

8.1 1.0 **Austin Ave.**,—small concrete chapel on farther right-hand corner. Turn right on Austin Ave., under RR. (8.4 m) to

8.5 0.4 **Lake St.**,—meeting trolleys; turn left.

9.5 1.0 **OAK PARK**, Lake & Marion Sts.

W. C. Bode, 6025 Lake St., Stock Michelin Tires.

Keep ahead on Lake St., running under RR.; cross Desplaines River (11.5 m) to

11.8 2.3 **5th Ave.—Maywood**; turn left with trolley, cross C. & N. W. tracks to

11.9 0.1 St. Charles Road immediately beyond RR.; turn right, passing American Can Co. (on right); running under RR. (13.3 m) to

13.5 1.6 End of road; turn right and sharp left just beyond; continue straight ahead, still on St. Charles Road; cross RR. (17.7 m), turning sharp left and right across RR. (20.2 m). **Caution** for sharp right turn, cross RR.

20.6 7.1 Left-hand road immediately beyond RR. Turn left straight on through

21.2 0.6 **LOMBARD**. Continue on to

21.6 0.4 Prominent fork; turn right with main telephone line, passing brick creamery (on right); straight through 5-corners (23.5 m), with main telephone line, past school (27.3 m). **Caution** for dangerous high speed trolley crossing; jog sharp left and right (28.6 m) onto North St., which follow to center of

30.9 9.3 **WEST CHICAGO**,—iron water-trough on left; go straight ahead, crossing 2 RRs., bearing slightly right, pass school-house (32.7 m), cross RR. (3.4 m), turning left with road

The Oldsmobile The Maxwell

Both Telephones

G. H. DEANE & COMPANY

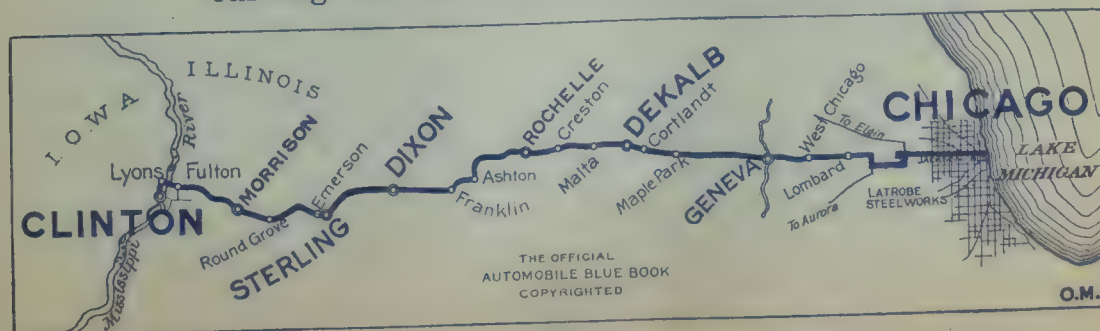
AUTO INN

Open All Night

Repairs and Supplies. Fireproof Garage

Glidden House Block, DEKALB, ILLINOIS

- (35.3 m); running downgrade across iron bridge over Fox River, and up sharp grade to center of
- 36.4 5.5 **GENEVA**, State & Michigan Sts. Continue on State St., cross RR. (36.7 m) (trolleys leave to the right)
- 36.9 0.5 Fork, just after RR. crossing; turn left to
- 38.0 1.1 Diagonal 4-corners; turn right to
- 39.2 1.2 End of road; jog left and immediately right, cross RR., continue straight on,—passing road to the right (44.9 m) leading to **Elburn**; cross RR. (49.5 m), pass school (on right—50.2 m) to next
- 50.7 11.5 4-corners; turn right to
- 51.7 1.0 End of road; turn left, straight on—passing road to the right (57.2 m) leading into **Sycamore**,—follow telephone poles under RR. (59.1 m), picking up trolley on Main St., following same to center of
- 60.5 8.8 **DE KALB**, business center. .
Auto Inn, Glidden Block.
- Continue on Main St. across RR., leaving brick pavement and trolley (61.5 m), follow good macadam road for 2½ miles; straight on with good dirt road—avoiding left-hand road where main travel turns (66.2 m)—continue on, pass cemetery (on right—66.7 m);
- 70.5 10.0 Jog left and immediately right to
- 71.5 1.0 4-corners; turn left and next right just beyond; follow main travel to the main street of
- 71.8 0.3 **CRESTON**. Turn left 1 block and then right, avoiding RR. crossing.
- 72.2 0.4 End of street; turn right to first
- 72.5 0.3 Left-hand road; turn left, going straight ahead
- 77.4 4.9 **Washington St.**; turn left into
- 78.2 0.8 **ROCHELLE**—bank on farther right.
Valentine & Son, 317 Sixth St.
- Turn right 1 block and then left on 6th St.
- 78.4 0.2 End of street; turn right along tracks.
- 78.9 0.5 End of street; turn left across RR. and immediately right at canning factory, going straight west with main travel, curving left with road (81.5 m) and right (82.0 m).



GALT HOUSE

Opposite Leading Garage
STERLING, ILL.

Leading commercial and tourist hotel
between Chicago and Clinton, Iowa.

Rooms single and en suite. With or
without private bath. Rates, \$2.00,
\$2.50, \$3.00, American Plan.

D. B. Young, Prop.

Johnson's Garage

Opposite The Galt House
STERLING, ILL.

Open day and night. Special atten-
tion to tourists.

Full line of supplies. Complete ma-
chine and repair shop.

The leading Garage of the city.

L. C. JOHNSON, Prop.

Western Illinois Motor Company

Locust Street, Half Block from Hotel

Supplies, Storage and Repairs

STERLING, - - ILLINOIS

Open Day and Night

- | | | |
|-------|-----|--|
| 86.5 | 7.6 | End of road; turn left for 3 miles. |
| 89.5 | 3.0 | Don't cross RR.; turn right and next left to |
| 89.6 | 0.1 | ASHTON. Turn right, avoiding RR. crossing, through
center of town to |
| 90.4 | 0.8 | End of road; turn left across RR. and immediately right
and follow along same for over 2 miles; jog right and
left across tracks (92.8 m). |
| 94.0 | 3.6 | Left-hand road; turn left across RR. to |
| 94.2 | 0.2 | Right-hand road; turn right around grain elevator to |
| 94.3 | 0.1 | FRANKLIN GROVE. Turn left to |
| 94.5 | 0.2 | 4-corners—school on farther right; turn right (95.3 m);
avoid poor road to the right, jogging left across iron
bridge and immediately right; straight on, avoiding poor
road to the left (95.6 m); cross RR., shortly running onto
fine gravel road, which follow to |
| 103.6 | 9.1 | Diagonal 4-corners in middle of downgrade; turn right
and next left on 7th St., which follow to |
| 103.8 | 0.2 | Galena Ave. ; turn right through center of |

Chicago Section

Route 25

- 104.3 0.5 **DIXON**, Galena Ave. & 1st St.
 (For city map, see page 851.)
 For diverging routes, see **Index map**, page 46.
 Straight through on Galena Ave., crossing long iron bridge over Rock River to
- 104.8 0.5 **W. Fellows St.**; turn left with trolley on brick pavement, running under RR. (705.0 m), avoiding all intersecting roads; follow trolley on good gravel road to end of same.
- 117.0 12.2 **Broadway**; turn left 1 block, turning right with road to East 3rd St. to center of
- 117.7 0.7 **STERLING**, Locust & 3rd Sts.
 Hotel Galt, Locust & Fourth Sts.
 Johnson Garage, opposite hotel.
 Western Illinois Motor Co., Locust St.
 Turn right one block on Locust St. and then left around hotel onto 4th St., which follow straight ahead out of town.
- 120.2 2.5 3-corners; turn right with poles and left immediately beyond.
- 121.3 1.1 End of road; turn right, bearing left with road; cross iron bridge through edge of **Emerson**; follow main telephone line straight on through **Round Grove** (127.5 m), same thoroughfare becoming Grove St., which follow to
- 132.5 11.2 **MORRISON**—business center 1 block to the left.
 O. Woods, Stock Michelin Tires.
 Straight through to
- 132.7 0.2 End of street; jog right and immediately left, crossing iron bridge (133.4 m), up slight grade, follow telephone lines, bearing left with road. Avoid right-hand road (134.1 m), straight on, crossing RR. at **Union Grove Station** (136.2 m). **Caution** for narrow road with sharp turns, winding through woods (139.6 m), running under RR. Keep straight on and
- 143.2 10.5 Just after crossing 2 RRs. jog right and immediately left; follow main travel to
- 143.9 0.7 End of street; turn right to center of
- 144.2 0.3 **FULTON**. Continue on Main St. for 1 block beyond Northern Illinois College building (on right).
- 144.3 0.1 Turn left, crossing RR., running onto long iron bridge over Mississippi River (toll 20c), bearing right and left off western end onto Main St., which follow with trolley to center of
- 145.3 1.0 **LYONS**, Main & 6th Sts. Turn left with trolley on 6th St., following same street past Clinton County Court House (146.8 m), same street becoming 2nd St., which follow to center of
- 147.6 2.3 **CLINTON**, 6th Ave. and 2nd St.
 The Lafayette, Second St. & Sixth Ave.
 Clinton Auto & Supply Co., 207 Sixth Ave.
 Model Auto Co., 315 S. 2d St., Stock Michelin Tires.
 For through trip to Cedar Rapids, see route No. 505.
 For city map, see page 850. For diverging routes, see **Index map**, page 848.
 For through connections, see **Trunk-line Index map**, front of book.

Routes 25 A & 25 B

Chicago Section

Route 25A—Dixon to Princeton, Ill.—42.5 m.

Route map, page 150

Reverse route, No. 50

Natural gravel road for the most part with some sand.

MILEAGES
Total Intermediate

(For city map, see page 851.)

0.0	0.0	DIXON , First St. & Galena Ave. Start west on First St.—RR. on right.
0.8	0.8	Lincoln Ave. ; turn left.
1.0	0.2	5-corners; bear right onto Rock River Road, crossing RR. (1.8 m), immediately beyond swinging right and left with street.
2.4	1.4	4-corners—school-house on right; bear right, still on Rock River Road. Avoid road to the right leading to Nelson (4.5 m).
4.8	2.4	4-corners; swing left with one set of poles, crossing RR. (5.5 m), passing cemetery (on left—6.3 m), passing school-house, jogging right and immediately left (8.2 m).
10.7	5.9	4-corners immediately after passing school-house on left; turn left, passing church (on left).
11.7	1.0	4-corners; turn right, leaving telephone poles, crossing RR. (12.2 m), brick school-house (on right—14.2 m), crossing bridge over Green River (15.6 m).
21.4	9.7	End of road; turn left, picking up telephone poles. Caution not to pass
25.7	4.3	Right-hand road; turn right.
27.4	1.7	End of road; turn right.
27.9	0.5	Second left-hand road; turn left with poles, passing straight through Ohio (28.2 m).
30.4	2.5	End of road; turn right and immediately left just beyond, crossing RR. (31.8 m). Avoid road to the left leading to Kasleer, passing cemetery (on left—33.2 m).
33.6	3.2	4-corners—school-house on near left; turn right, crossing iron bridge just beyond.
34.4	0.8	4-corners; turn left, picking up telephone poles; follow same straight ahead, passing concrete watering trough (on right) and going through covered wooden bridge (38.8 m).
39.3	4.9	End of road; bear left with telephone poles, swinging right with road (41.0 m), crossing RR. and picking up trolleys (41.3 m), same thorofare becoming Main St., which follow to center of
42.5	3.2	PRINCETON , South & Main Sts.—Court House on right.

For diverging routes, see **Index map**, page 150.

Route 25B—Sterling to Princeton, Ill.—39.7 m.

Route map, page 150

Reverse route, No. 49

Good natural road for the most part with short stretches of sand.

MILEAGES
Total Intermediate

0.0	0.0	STERLING , Locust and E. 4th Sts. Straight south on Locust St., turning left on E. 3rd St., picking up and following trolley one block.
0.1	0.1	First Ave. ; turn right, passing over RR. (0.2 m) and bridge over Rock River (0.3 m), crossing 2 RRs. (0.5 m), through center of

Chicago Section

Route 26

- | | | |
|------|-----|--|
| 0.6 | 0.5 | ROCK FALLS , 1st Ave. & 2nd St. Straight ahead. |
| 0.8 | 0.2 | Dixon Ave. ; turn left across RR. (0.9 m) and Government Canal (1.3 m). |
| 3.7 | 2.9 | Prominent 4-corners; turn right. |
| 4.4 | 0.7 | Prominent left-hand road—road ahead private driveway; turn left with telephone poles to |
| 4.6 | 0.2 | First right; turn right with telephone poles, crossing RR. at Stone Station (5.5 m). |
| 8.6 | 4.0 | Prominent left-hand road; turn left, crossing railroad at Van Patten Station (9.1 m.) |
| 10.6 | 2.0 | Right-hand road; turn right, continuing ahead across Green River (17.1 m). Caution for bad bridge (18.1 m). |
| 18.6 | 8.0 | End of road; turn left with poles. |
| 18.8 | 0.2 | First right-hand road; turn right, then straight ahead with telephone poles. |
| 20.8 | 2.0 | End of road; turn left with poles. |
| 21.0 | 0.2 | First right-hand road; turn right, crossing RR. (21.3 m). |
| 22.2 | 1.2 | Prominent left-hand road; turn left with poles. |
| 24.0 | 1.8 | 4-corners; turn right, jogging left to right (27.0 m). |
| 28.0 | 4.0 | End of road; turn left to |
| 28.3 | 0.3 | First right-hand road; turn right. |
| 29.3 | 1.0 | 4-corners; turn left. |
| 32.7 | 3.4 | Prominent 4-corners—telephone poles divide; turn right with one set of poles, following direct but winding road, passing concrete watering trough and going through covered wooden bridge (36.1 m), straight ahead with poles, same thoroughfare becoming Main St. Cross RR. (38.5 m) and pick up trolley, which follow to |
| 39.7 | 7.0 | PRINCETON , South & Main Sts.—Court House on right. |
- For diverging routes, see Index map, page 150.

Route 26—Dixon to Rockford, Ill.—42.4 m.

Route map, page 150

Reverse route, No. 93

Via what is generally known as the Ridge Road, following the high ground on the east side of the Rock River to Byron, there crossing to the west side and following the higher and better road to Rockford.

Although the river road is more attractive from a scenic standpoint, up to 1910 there have been a number of bad spots which are almost impassable in wet weather and unless these are improved during the early summer of 1911 we advise tourists to follow this route.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 851.)

0.0 0.0 **DIXON**, Galena Ave. & 1st St.

From long iron bridge (on left) go north on 1st St. along RR. tracks. Avoid good road to the right (1.0 m) to next

- | | | |
|-----|-----|---|
| 1.6 | 1.6 | Prominent right-hand road; turn right with one line of telephone poles away from river, running up winding grade; follow good gravel with poles, bearing right through 4-corners (3.2 m). |
| 4.2 | 2.6 | 4-corners; turn left with gravel and telephone poles, bearing right still with same just beyond. |
| 5.3 | 1.1 | Left-hand road just after road curves right; turn left, still with poles. |

Route 26**Chicago Section**

- 7.2 1.9 Right-hand road—school on farther right; turn right.
9.7 2.5 4-corners—school on left; turn left, curving right with road (11.5 m).
11.7 2.0 Left-hand road; turn left downgrade, passing Sinnissippi Stock Farm over to left (14.1 m), continue straight ahead.
15.0 3.3 End of road; turn left with main travel, curving right with road (15.2 m) through old settlement, jogging left and right with road (15.4 m), follow rather winding but direct road over rolling country. **Caution** for RR. (16.1 m).
17.3 2.3 Straight through prominent 4-corners where Oregon may be seen about $\frac{1}{2}$ mile to the left; curve right with road (17.7 m). **Caution** for rough winding upgrade (very fine spring at foot of this hill).
19.7 2.4 4-corners; turn left with main travel, leaving telephone
20.3 0.6 Left-hand road just after road turns right; turn left.
24.2 3.9 4-corners—very poor road ahead; turn right with poles, curving left into road from right (25.5 m).
25.8 1.6 End of road; turn right, follow poles with main traveled road running downgrade across long iron bridge over Rock River (27.4 m) to center of
27.7 1.9 **BYRUN**—bank on right. Turn right 1 block and then left at Soldiers' Monument, crossing RR.
27.9 0.2 Turn right immediately beyond RR., taking next left.
28.1 0.2 Turn right still with main travel and next left across RR. (28.4 m), curving right with road just beyond follow winding but direct road along river.
30.1 2.0 Prominent fork; bear left, leaving river road running up long grade, continue straight ahead.
34.0 3.9 4-corners—store on right; turn right, passing cheese factory (on right) just after turn, straight ahead over rolling country, running onto fine gravel road. **Take care not to pass**
39.5 5.5 Right-hand branch road; bear right away from what appears to be the main traveled road but is not as good a way of entering Rockford.
40.8 1.3 End of road—river straight ahead; turn left, meet trolley from the right (41.3 m), follow same across RR. (41.9 m) and under RR. (42.1 m) to center of
42.4 1.6 **ROCKFORD**, Main & State Sts.

Roberts Garage, State & Court Sts.

Taylor Auto Co., Chestnut St.

For city map, see page 223. For diverging routes, see Index map, page 150.

For thru connections, see Graphic Trunk-line chart, front of book.

Packard
OILS

Authorized by Packard Motor Car Co. of Detroit. Are only manufactured by Wolverine Lubricants Co., 80 Broad Street, New York.

Route 27—Chicago to Davenport, Ia.—172.5 m.

Route map, page 150

Reverse route, No. 522

Via Dixon, Sterling and Moline. Good stone or gravel road practically all the way to Sterling, with the exception of a short stretch between DeKalb and Dixon which is bad only in wet weather. Sterling to Moline largely over natural road with just enough sand to improve it except after heaviest rains.

(For this and optional exits, see city map, page 48.)

MILEAGES
Total Intermediate

0.0 0.0 **CHICAGO**, Michigan & Jackson Boulevards.

For complete running directions first part of this route, see **Route No. 25** to Sterling, where set odometer at zero for following directions:

0.0 0.0 **STERLING**, Locust & 5th Sts.

Hotel Galt, Locust & Fourth Sts.

Western Illinois Motor Co., Locust St.

Johnson Garage, opposite hotel.

Turn right 1 block on Locust St. to

0.1 0.1 **4th St.**; turn left around hotel, going straight ahead.

2.4 2.3 3-corners; curve left to small town of

3.4 1.0 **GALT**—4-corners; turn left, crossing RR. at station.

4.8 1.4 Turn right with main travel.

6.0 1.2 Fork immediately beyond iron bridge; bear left with poles, crossing RR. just beyond; follow main traveled road with some sandy spots close to Rock River

13.4 7.4 Turn right with poles and main travel to

14.0 0.6 **LYDON**. Just after passing station (on right) turn left around postoffice for 1 block, then right 1 block.14.2 0.2 Turn left and right at end of road following main travel all the way across RRs. (15.2 m) and again at **Denrock Station** (16.3 m).

18.8 4.6 End of road just after crossing RR.; turn left and next right, recrossing RR. (21.2 m & 22.7 m) to center of

23.3 4.5 **ERIE**—public square; continue straight ahead, turning sharp right away from river (26.5 m).

28.1 4.8 End of road; turn left, curving right just beyond.

30.3 2.2 **HILLSDALE**. Cross RR., go straight ahead for 1 mile.

31.3 1.0 Prominent left-hand road; turn left.

32.8 1.5 End of road immediately beyond iron bridge; turn left, follow main traveled road along foot of bluffs.

36.4 3.6 Fork; bear left, follow main travel all the way.

38.1 1.7 **Caution for very bad cross ditch**; continue on direct road43.9 5.8 Fork; bear left across iron bridge crossing RR. (45.6 m), passing through edge of **Watertown**.

46.0 2.1 End of street—meeting trolley; turn left on short sandy stretch, crossing RR. (46.6 m & 47.0 m).

47.1 1.1 4-corners; turn right with trolley on brick pavement.

47.4 0.3 Turn right 1 block with trolley to center of

47.5 0.1 **E. MOLINE**. Turn left with trolley on brick pavement. Trolley leaves to the left (48.0 m), continue straight ahead, passing factories of Moline Auto Co. and Midland Motor Car Co. (on right).

48.8 1.3 End of street; turn left across RR.

MOLINE, ILL.

MANUFACTURERS HOTEL

EUROPEAN

THE BEST CAFE IN THE THREE CITIES
FRED. E. LEAVENS, Manager



Electric and Gasoline Cars

**Shallberg &
Howard**
Garage
Moline, - Ill.

Repair Work—Storage—Supplies

Salesrooms—1204 Fourth Avenue

- 49.0 0.2 End of street; turn right, same thoroughfare becoming 4th Ave., which follow direct into
- 51.3 2.3 **23rd St.**—RR. crossing on right; turn left away from trolley for 1 block.
- 51.4 0.1 **5th Ave.**; turn right, meeting trolley again, follow same
- 51.9 0.5 **MOLINE**, 5th Ave. & 15th St.
- Manufacturers' Hotel, 16th St. & Third Ave.
 Shallberg & Howard Garage, 1204 Fourth Ave.
 For city map, see page 868. For diverging routes, see **Index** map, page 848.
- Keep ahead on 15th St., crossing RRs. (52.0 m).
- 52.1 0.2 Bridge over Mississippi River—give residence and state license number to government attendant. Crossing bridge onto Rock Island. Avoid right-hand drive (52.5 m), keeping straight ahead with main drive, passing Government Buildings and numerous relics of the Civil War.
- 54.8 2.7 **Gate**—leaving government property—give residence and license number again. Keep straight ahead from gates a short distance and turn right, following trolleys, cross long iron bridge (with RR. above).
- 55.1 0.3 Leaving bridge, cross RR. and immediately bear left with trolley into 2nd St., to center of
- 55.4 0.3 **DAVENPORT**, Main & 2nd Sts.

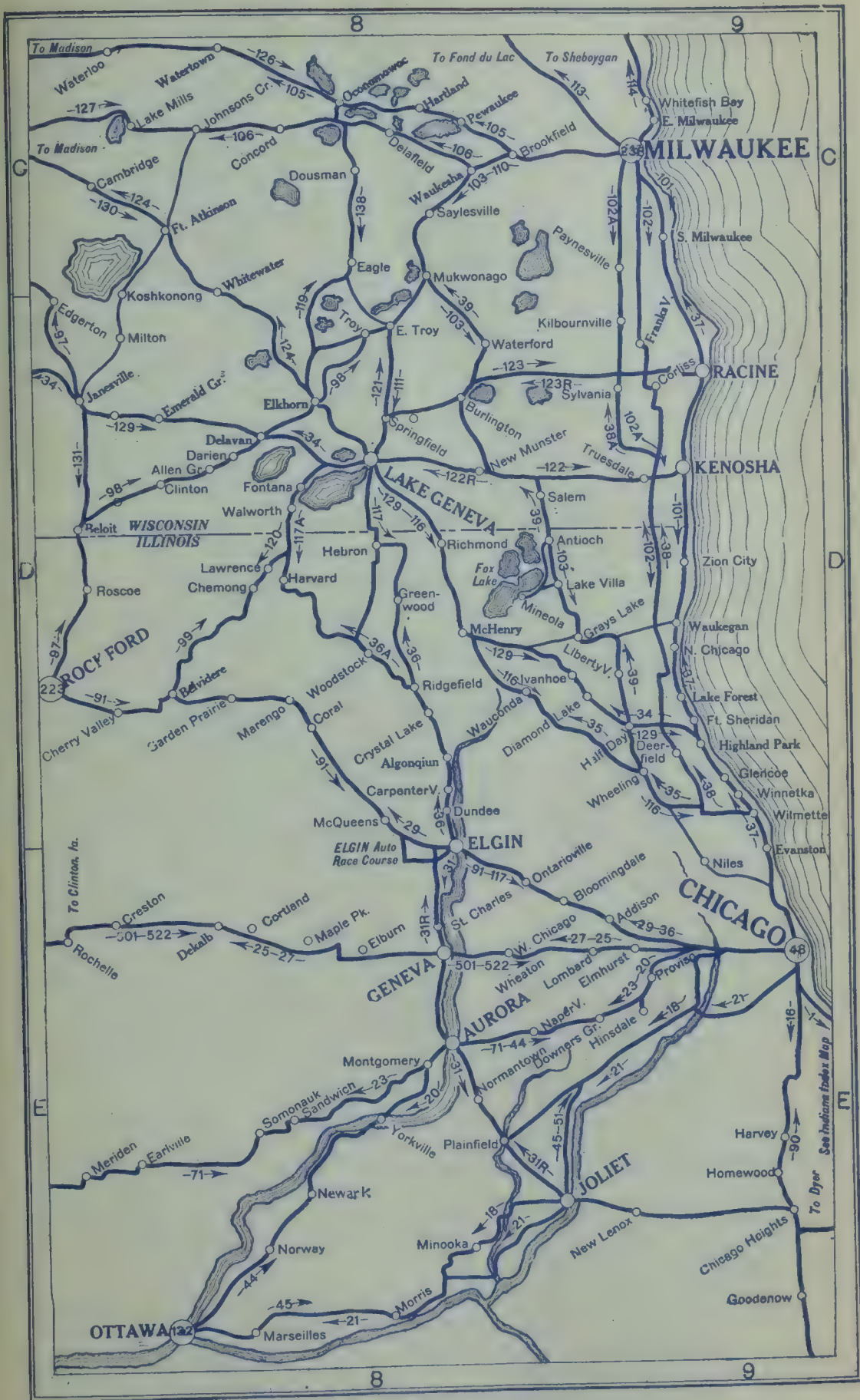
Kimball Hotel Co., Perry & Fourth Sts.

Iowa Auto & Tire Co., 414 Main St. Klemme Auto Co., 106 Brady St.

P. C. Peterson Auto Co., 510 Main St., Stock Michelin Tires.

For city map, see page 868. For diverging routes, see **Index** map, page 848.
 For through connections, see **Graphic Trunk-line** chart, inside front cover.

Special Chicago Index Map



The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map which is placed at head of corresponding section.

Route 29

Chicago Section

Route 29—Chicago to Rockford, Ill.—86.3 m.

Route map, page 107

Reverse route, No. 91

Via Elgin and Belvidere. On gravel and stone roads all the way, making one of the most popular day rides out of Chicago.

Descriptive Outline—Like all other routes westward, this route leaves via Jackson and Washington Bouls., through Oak Park, on direct road into **Elgin**, probably best known as the home of Elgin watches, made by the Elgin National Watch Factory, located at the head of Grove St., as we enter the city. Elgin is also the center of the dairy industry in the west, with probably the largest butter market of the world. Borden's Condensed Milk Company also has its main offices here. Located on the Fox River, many beautiful short trips are afforded along both the north and south banks. **Belvidere** was once the headquarters of Big Thunder, a famous Indian chief, who was buried in a mound where the Court House now stands. This is also the home of such well-known Civil War figures as General Stephen A. Hurlburt and General Allen C. Fuller. The National Sewing Machine Company, second largest in the United States, is also located here.

MILEAGES

Total Intermediate

(For city map, see page 48.)

0.0	0.0	CHICAGO , Michigan & Jackson Bouls. Railway Exchange Bldg. on northwest corner, Stratford Hotel on southwest corner. Go west on Jackson Boul., crossing Chicago River (0.7 m), to end of Boul., at
4.7	4.7	GARFIELD PARK ; entering Park, bear right, crossing trolley at Madison St.
5.0	0.3	3-corners—lagoon straight ahead; turn sharp left past Robt. Burns Monument (on right), going straight out of Pk. into Washington Boul., which follow direct.
7.9	2.9	Austin Av. —small concrete chapel on farther right; turn right, crossing trolley and going under Northwestern tracks.
8.3	0.4	Lake St. —immediately beyond RR.; turn left.
9.3	1.0	OAK PARK , Lake & Marion Sts. W. C. Bode, 6025 Lake St., Stock Michelin Tires. Keep straight ahead, crossing concrete bridge over Desplaines River (11.3 m); trolley leaves to the left at 5th Ave., Maywood (11.6 m), brick pavement ends at Latrobe Steel Works (12.8 m). Continue straight ahead on stone road direct to
19.7	10.4	ADDISON ; at fork just beyond RR., bear slightly right on direct road.
24.9	5.2	BLOOMINGDALE ; straight through
29.2	4.3	ONTARIOVILLE ; cross RR. at station (on left), continuing on direct road. Caution for down-grade across RR. (33.6 m), same thoroughfare becomes Villa St.
36.4	7.2	5-corners—at top of grade—electric tower and school (on left); bear slightly left with trolley down-grade on National St. across RR.
36.7	0.3	Grove Av. —National Watch Factory on left; turn right with trolley, center of
37.3	0.6	ELGIN , Chicago St. & Grove Ave. Kelly & Ross Garage, 116 Brook St. Moody's Garage, 104 Grove Ave. McBride Brothers, 26 River St., Stock Michelin Tires. (For diverging routes, see page 107.) Turn left on Chicago St., cross iron bridge and RR. to
38.4	1.1	State St. ; turn right and next left just beyond on High-

ERRATA.

Route No. 29 at State St., Elgin, mileage (38.4 m) should be (37.4 m) and intermediate (0.1 m) instead of (1.1 m). **And at end of road (44.8 m) intermediate should be (7.4 m) instead of (6.4 m).**



0

4

0

2

right, crossing trolley and going under Northwestern

E. A. KELLY
Chicago Phone 8302**OFFICIAL GARAGE**J. W. ROSS
Chicago Phone 8865

KELLY & ROSS, Props.

ELGIN, ILLINOIS

Supplies, Repairs and Storage. Office Phone 3472. 112-116 Brook St.

MOODY'S GARAGE

104-106 GROVE AVENUE., ELGIN, ILLINOIS

COMPLETE LINE OF SUPPLIES



land Av., following trolley up grade under RR. Keep straight ahead where trolley leaves to the left at Larkin Av., road is direct, crossing RR. at **Queen Station** (42.8 m).

- 44.8 6.4 End of road just after passing round barn; turn right, continuing on direct road straight through all intersecting roads; telephone poles leave to the left (57.2 m), same thoroughfare becomes Main St., which follow to
- 60.4 15.6 **MARENGO**—business center to the right; continue straight through
- 66.2 5.8 **GARDEN PRAIRIE**; straight through edge of town, following trolley and RR. a short distance, winding along edge of woods, **caution** for wooden bridge (69.3 m). Cross RR. (70.9 m), running onto Logan Av., follow same direct to end at State St.

Tri-Angle Garage**BELVIDERE, ILLINOIS****WEST PLEASANT STREET**
(Near Interurban Waiting Room)**LONG DISTANCE PHONE MAIN 136-R****Accessories, Repairs and Supplies, "Prest-O-Lite" Gas Tanks, Tires**

- 72.1 5.9 **BELVIDERE**—business center.
Tri-Angle Garage, W. Pleasant St.
Jog left on State St. away from trolley and immediately right on 1st St., to end at
- 72.3 0.2 **Pearl St.**—school on right; turn left straight out of town.
- 73.2 0.9 Prominent 4-corners; turn right on straight road; cross trolley (77.6 m) to first
- 78.5 5.3 Left-hand road; turn left with main travel and next right to center of
- 78.8 0.3 **CHERRY VALLEY**; straight through, cross RR. and iron bridge, going up grade just beyond; trolley leaves to the left (81.8 m), same thoroughfare becomes Charles St., which follow direct, passing iron watering trough (on left—85.3 m), picking up trolleys from the left just beyond, following same onto State St., straight across iron bridge over Rock River to center of
- 86.3 7.5 **ROCKFORD**, Main & State Sts.;
Taylor Auto Co., Chestnut St. Roberts Garage, State & Court Sts.
For city map, see page 223. For diverging routes, see **Index map**, page 150.
For through connections, see **Graphic Trunkline Chart**, inside front cover.

Route 31A—Elgin to Joliet, Ill.—45.7 m.

Route map, page 107

Reverse route, No. 31B

*Via Geneva and Aurora on good gravel roads all the way.***MILEAGES**
Total Intermediate

(For this and optional exits, see city map, page 109.)

- 0.0 0.0 **ELGIN**, Chicago St. & Grove Ave.
Go west on Chicago St.; crossing long bridge and RR.
- 0.1 0.1 **State St.**; turn right with trolley 1 block, then left into Highland Ave., around Borden Co.'s office, running under RR. upgrade.
- 0.7 0.6 Fork; bear left with trolley in Larkin Ave.—trolley leaves to the left (1.2 m).
- 1.5 0.8 4-corners—Elgin Race Course on right; turn left, follow direct road running downgrade across RR. (5.0 m).
- 5.5 4.0 End of road; turn right along bank of Fox River, follow main travel almost straight ahead, under RR. (9.8 m).
- 10.0 4.5 At farther side of park turn left, center of
- 10.2 0.2 **ST. CHARLES**, Main & 2nd Sts.
1 block before bridge turn right on 2nd St., straight ahead on same across RR. (11.2 m) into

Hopkins ELECTRIC Speedometer
"No Flexible Shaft"
and
The Electrodrometer
See page facing front cover

Runs quiet as a watch. Needs no attention.

Shows each one-tenth mile in easily-read figures.

- 12.1 1.9 **GENEVA**—business center on the right.
For diverging routes, see Index map, page 107.
Keep straight ahead under RR., meeting trolley (13.8 m), follow same straight through **Batavia** (15.0 m), same thorofare becoming Lake St.
- 21.8 9.7 **Downer Place**. Turn left with trolleys, straight across 2 concrete bridges to center of
- 22.0 0.2 **AURORA**, Broadway & Fox Sts.
Downer Place Garage, Fox St. & Downer Place.
Central Garage, 66 La Salle St., Stock Michelin Tires.
For city map, see page 90. For diverging routes, see page 107.
Continue straight ahead on Fox St., running upgrade across RR.
- 22.4 0.4 **Jackson St.**; turn right onto brick pavement.
- 22.8 0.4 **5th Ave.**—milk station on farther left; turn left.
- 23.7 0.9 **Ohio St.**; turn right with 2-arm telephone poles for 1 mile.
- 24.7 1.0 4-corners; turn left, taking next right with poles.
- 25.7 1.0 Curve left and right through cross-road, following telephone poles.
- 26.9 1.2 4-corners; turn right, still with 2-arm poles. **Caution** for RR. and trolley crossing (28.9 m), straight ahead to
- 32.3 5.4 End of road; turn left.
- 33.7 1.4 Right-hand road; turn right with poles 1 mile.
- 34.7 1.0 4-corners; turn left, still with poles.
- 35.2 0.5 Cross-road—with trolley line; turn right.
- 36.2 0.1 End of road; turn left with trolley across RR., crossing iron bridge at Electric Park to center of
- 36.5 0.3 **PLAINFIELD**. Go ahead 1 block and turn right with trolley, following same straight ahead on main traveled road, avoiding all intersections. Cross RR. (42.0 m).
- 43.8 7.3 6-corners; bear right on Raynor St., leaving trolley.
- 44.7 0.9 **John St.**; turn right, running into Exchange St., follow same straight ahead with trolley downgrade, crossing long iron bridge onto Jefferson St., straight ahead to center of
- 45.7 1.0 **JOLIET**, Jefferson & Chicago Sts.—Court House on right.
Steinhart-Jenson Auto Co., 100 Cass St.
Campbell & Keeling, 106 N. Joliet St., Stock Michelin Tires.
For diverging routes, see Index map, page 107.

Route 31B—Joliet to Elgin, Ill.—45.7 m.

Route map, page 107

Reverse route, No. 31A

*Via Geneva and Aurora on good gravel roads all the way.*MILEAGES
Total Intermediate0.0 0.0 **JOLIET**, Jefferson & Chicago Sts.

From Court House (on left) go west on Jefferson St., crossing long iron bridge (0.2 m), same thorofare becoming Exchange St., which follow with trolley upgrade to

0.9 0.9 Fork, just after trolley leaves to the right; bear right on John St. for 1 block.

1.0 0.1 Raynor Ave.; turn right.

1.9 0.9 6-corners; bear left on middle road and follow trolley

Route 31B

Chicago Section

- straight ahead across RR. (3.7 m) past Essington Sta. (6.2 m).
- 9.1 7.2 Turn left with trolley to center of
- 9.2 0.1 **PLAINFIELD**. Continue straight ahead with trolley, crossing iron bridge at Electric Park (on left—9.4 m).
- 9.5 0.3 Right-hand road immediately after crossing RR.; turn right with trolley 1 mile.
- 10.5 1.0 Turn left, leaving trolley for ½ mile.
- 11.0 0.5 Turn right 1 mile.
- 12.0 1.0 Turn left.
- 13.4 1.4 Turn right with two lines of telephone poles, going straight ahead across trolley and RR. (16.8 m).
- 18.8 5.4 4-corners—dirt road ahead; turn left with gravel.
- 20.0 1.2 Curve left and immediately right through cross-road, following telephone poles.
- 20.9 0.9 End of road; turn left 1 block and then right with poles on Ohio St.
- 22.0 1.1 **5th Ave.**; turn left.
- 22.9 0.9 **Jackson St.**—milk station on left; turn right.
- 23.3 0.0 **Fox St.**; turn left on asphalt. **Caution** for downgrade across RR. (23.6 m) to center of
- 23.7 0.4 **AURORA**, Broadway & Fox Sts.
 Downer Place Garage, Fox St. & Downer Place.
 Central Garage, 66 La Salle St., Stock Michelin Tires.
 For city map, see page 90. For diverging routes, see page 107.
 Keep straight ahead on Fox St. across 2 concrete bridges.
- 23.9 0.2 **Lake St.**; turn right with trolleys on brick pavement, following trolley straight ahead through **Batavia** (30.7 m), crossing RR. (31.9 m).
- 32.9 9.0 Fork, on edge of town; bear right with trolley running under RR. into
- 33.6 0.7 **GENEVA**—business center to the left.
 Keep straight ahead, crossing RR. (34.5 m) to center of
- 35.5 1.9 **ST. CHARLES**, Main & 2nd Sts. Turn left on Main St.
- 35.7 0.2 At farther side of park turn right and go straight ahead across trolley and under RR. (35.9 m), follow direct road along bank of Fox River.
- 40.2 4.5 Left-hand road immediately beyond small wooden bridge; turn left away from river, running upgrade across RR. (40.7 m), straight ahead.
- 43.4 3.2 Fork; bear left to first
- 44.2 0.8 4-corners—Elgin Race Course on left; turn right, meeting trolley (44.2 m), straight ahead, curving right into Highland Ave., with trolley (44.5 m), downgrade under RR., end of street at
- 45.5 1.3 **State St.**; turn right 1 block and then left, crossing RR. and iron bridge to center of
- 45.7 0.2 **ELGIN**, Chicago St. & Grove Ave.
 Moody's Garage, 104 Grove Ave.
 Kelly & Ross Garage, 116 Brook St.

For city map, see page 109. For diverging routes, see Index map, page 107.

Route 34—Chicago to Madison, Wis.—149.0 m.

Route map, page 107

Reverse route, No. 129

Via Lincoln Park, Evanston, Highland Park, Geneva and Janesville. Good macadam to Highland Park and Half Day, with either good dirt or pike to Janesville; the remainder fair dirt road.

Descriptive Outline—Leaving Chicago via North Side boulevard system, through Lincoln Park onto Sheridan Road. In **Evanston** we pass through one of the finest suburban sections in the country, and from here on route is through one continuous suburban district, following very closely the shore of Lake Michigan to **Highland Park**. Here is located the Northwestern Military Academy, one of the largest of its kind in the United States. At this point the route leaves the lake shore, going northwest past **Diamond Lake**, passing just south of the Fox Lake country, through numerous small villages to **Lake Geneva**. This town, so well known in the Middle West, is situated at the head of a very beautiful lake, which is about nine miles long and almost entirely surrounded by wooded hills. The property is almost exclusively owned by private parties and the circuit of the lake is well worth while (see Route No. 125). Many opportunities are also offered here of branching out to other resort sections near by. The **Yerkes Observatory**, one of the largest and best equipped, is located on the lake at **Williams Bay**. Just before reaching Delavan the route passes close to **Lake Delavan**, where good accommodations may be found for summer visitors. Continuing westward through a thriving manufacturing city of **Janesville** we enter Madison around the south end of Lake Monona.

MILEAGES
Total Intermediate

(For this and optional exits, see Chicago city map, page 48.)

0.0 0.0 **CHICAGO**, Michigan Ave. & Jackson Blvd.

Refer to Route No. 37 for complete running directions through Lincoln Park, Evanston and Willimette to

26.1 26.1 **HIGHLAND PARK**—station on left; Central Ave. & Sheridan Road.

Highland Park Auto Station, 11 Park Ave.

Moraine Hotel, North Sheridan Road.

Turn square left on Central Ave., across tracks.

26.2 0.1 **2nd St.**; turn right, running into Green St. at (26.5 m), bear left along RR. embankment (26.7 m);

27.3 1.1 Left-hand road just beyond second RR. viaduct; turn square left on direct road, running under RR. (28.6 m), cross RR. (30.1 m). Straight through prominent 4-corners at **Half Day** (33.7 m)—meeting telephone line, follow same on direct road; cross RR. (36.0 m). Straight through small hamlet of **Diamond Lake** (38.6 m), crossing RR. just beyond. Continue through town of **Ivanhoe** (41.6 m), curving left with road (43.3 m).

43.7 16.4 4-corners just after passing church on left; turn square right with poles, keeping main thorofare through Volo (49.5 m), passing small lake (on left—51.6 m).

See Note (a) for direct connections to **Howard's Mineola** on Fox Lake.

54.5 10.8 End of road; jog right and next left, crossing iron bridge to northern edge of

54.9 0.4 **McHENRY**,—business center 1 block to the left.

Go straight ahead 1 block to end of street where turn right with poles, passing cemetery (on left—55.3 m)—avoid road to the left just beyond. Keep straight ahead

57.7 2.8 Prominent fork—signpost in center; curve right on straight road;

61.7 4.0 End of road; turn left, curving right with road (62.1 m) just before RR., running under RR. (63.2 m) to center of

PHONES { OFFICE, 390 RED
RE IDENCE 411, RED

S. T. HUTCHINSON

BADGER GARAGE

215-217 BROAD STREET

Auto Supplies and Sundries, Battery Charging, Prest-o-Lite Tanks,
First Class Repair Work. Packard Car For Hire

Largest and Best Garage in

LAKE GENEVA, WISCONSIN

- 64.6 2.9 **RICHMOND, ILL.** Continue straight ahead, cross iron bridge to
- 65.6 1.0 Prominent left-hand road—small cemetery (on right); turn left on winding but direct road;
- 66.5 0.9 4-corners; turn left, running along RR. (67.0 m) to prominent 4-corners at
- 67.2 0.7 **GENOA JUNCTION, WIS.** Turn square right, crossing RRs. (67.3 m & 67.6 m), curving left across iron bridge (68.0 m), follow main traveled road; cross RR. track (69.3 m)—avoiding all intersecting roads;
- 72.1 4.9 Left-hand road—(poor road straight ahead); turn left, curving right past school (on left—72.9 m).
- 75.6 3.5 Prominent fork; bear right and left just beyond, running downgrade on edge of lake;
- 75.9 0.3 End of road; turn right, follow along shore of lake; turn right (76.1 m), to center of
- 76.2 0.3 **LAKE GENEVA**—4-corners.
Badger Garage.
(For diverging routes, see graphic index map, page 264.)
Turn square left, follow main thorofare and telephone line cross RR. (81.0 m). Straight through 4-corners at **East Delavan** (83.5 m), bearing right with road (84.6 m); cross iron bridge (84.9 m), to
- 85.5 9.3 Prominent fork; curve left with poles.
- 87.9 2.4 Right-hand branch road just beyond cobble-stone gate (on left); turn right, cross RR. (88.1 m).
- 88.3 0.4 4-corners—church on right; turn square left on Walworth Ave. to center of
- 88.7 0.4 **DELAVAN**—small park with brick water-tower on right;
City Garage, Stock Michelin Tires.
continue straight through on Walworth Ave., passing buildings of Wisconsin Deaf & Dumb Institute (89.2 m). Straight through **Emerald Grove** (100.9 m), cross RR. (105.8 m), bearing right along tracks, re-crossing same (106.4 m), follow along tracks to
- 107.4 18.7 Right-hand street just beyond large brick factory; turn right, crossing RR.; same thorofare becoming S. Main St., which follow straight ahead—meeting trolley (from the left—107.9 m) to center of

GRAND HOTEL

J. F. SWEENEY, Prop.

Cor. So. High & Milwaukee Sts.
25 Rooms with Baths

American Plan

JANESVILLE, WIS.
Rates, \$2.50 to \$3.50

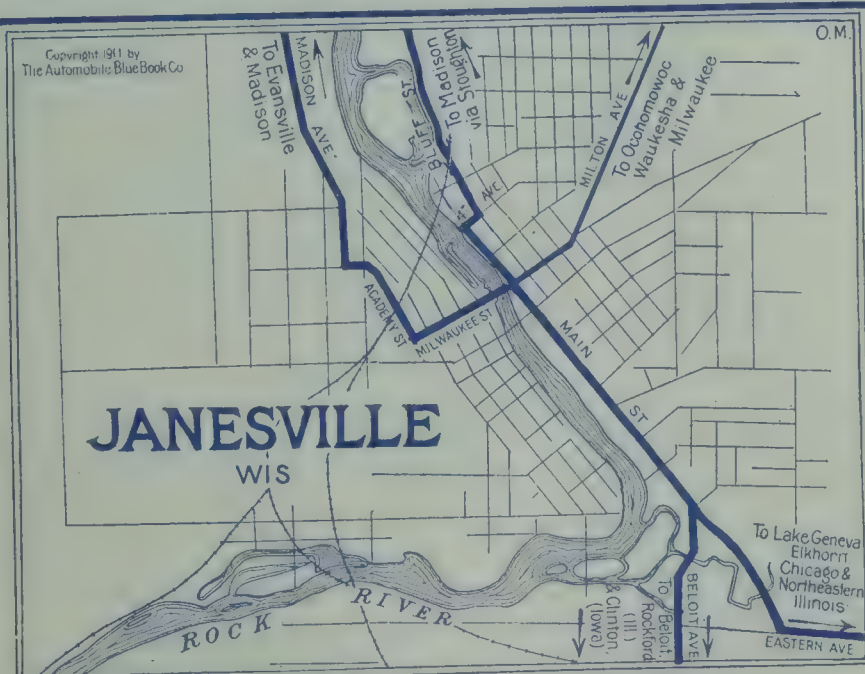
REED-GAGE AUTO COMPANY

111-113 North Main Street

JANESVILLE, WISCONSIN

Dealers in High Grade Motor Cars and Accessories. Largest
Garage in City—15,000 square feet floor space.

Rates and supplies reasonable. One block north of Myers Hotel.



- 108.8 1.4 **JANESVILLE**, Main & Milwaukee Sts.
Grand Hotel, S. High & Milwaukee Sts.
Reed-Gage Auto Co., 111 N. Main St.
(For diverging routes, see index map, page 236.)
- 109.1 0.3 Turn square left on Milwaukee St., cross iron bridge to
N. Jackson St. Turn right, leaving trolley; cross RR.
(109.3 m)—station on left. Straight ahead to end of
street at
- 109.5 0.4 **Mineral Point Ave.**; turn left and next right on Wash-
ington St.—meeting trolley line, follow same straight out
of town, passing cemetery (on left—110.8 m). **Caution**
for sharp right and left curve under RR. (112.0 m).
- 113.1 3.6 Irregular 4-corners; turn square left with telephone line
on straight road, passing tree in center of road (117.9 m),
cross RR. (125.7 m) to center of
- 125.9 12.8 **EVANSVILLE**, Madison & Main Sts. Turn square right
on Madison St., cross RR. (126.3 m), to

Route 35

Chicago Section

- 129.1 3.2 Prominent fork just after passing white church (on right); turn left (keeping straight ahead where telephone poles turn to the right—132.4 m).
- 132.6 3.5 Fork; bear right on poor dirt road for a short distance; straight through **Rutland** (133.9 m), following telephone poles on winding but direct road to end of same, center of
- 137.9 5.3 **OREGON**—small square (on right). Bear slightly right, still with main telephone line, past cemetery (on right—139.0 m), running under RR. (145.8 m).
- 146.2 8.3 5-corners; bear slightly right, straight through with telephone poles, crossing RR. (146.9 m)—(trolley comes in from the right—147.5 m); same thorofare becomes S. Park St., which follow straight ahead—(trolley leaves to the left—147.8 m);
- 148.0 1.8 5-corners; bear right on Washington Ave., cross RRs. (148.4 m & 148.5 m) to end of street at park.
- 149.0 1.0 **MADISON, WIS.** State Capitol straight ahead.

Capital House, King St.

Hokanson Auto Co., Doty St., Stock Michelin Tires.

Pregler Auto Garage, 323 W. Johnson St., Stock Michelin Tires.

For city map, see page 283. For diverging routes, see **Index map**, page 281.

For through connections, see **Trunk-line Index map**, front of book.

Note (a)—Direct connection from Volo to Howard's Mineola Hotel at Fox Lake. Starting at (0.0 m) from blacksmith shop in center of Volo, keep straight ahead to cemetery (0.2 m); here turn right and go straight ahead over rolling country with one or two rough grades, but gravel road. At fork (3.6 m) bear right with poles, running onto good gravel across RR. (4.5 m), avoiding right-hand road just beyond to end of road (5.1 m), where turn left, passing church (on left—5.3 m); cross RR. (6.0 m) to 3-corners just beyond (6.2 m). Turn right, running up-grade through woods, taking first right-hand road with main travel to Howard's Mineola Hotel on shore of lake.

Route 35—Chicago to Lake Geneva, Wis.—75.4 m.

Route map, page 107

Reverse route, No. 116

Via Wheeling, Wauconda and McHenry. Over what is probably the most direct route to this well-known point and except after heavy rains is very good, the only roads not graveled being between Wheeling and Wauconda.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

0.0 0.0 **CHICAGO**, Michigan & Jackson Boulevards.

Follow running directions in Route No. 38 to

- 15.8 15.8 **WILMETTE**, Lake Ave. & 5th St.—low concrete house on left; turn left on Lake Ave. and go straight ahead across 3rd rail and RR. (16.8 m), running off of brick pavement at **Grosse Point** (17.4 m), cross RR. (19.5 m).
- 21.3 5.5 End of road; turn right $\frac{1}{2}$ mile.
- 21.8 0.5 Turn left, leaving Route No. 38; cross RR. (22.6 m).
- 25.5 3.7 End of road; turn right, avoid good road to the right (25.7 m), passing church and school (26.2 m), follow main telephone poles practically straight ahead to

3

PRACTICALLY every Automobile Manufacturer of note uses bought and paid for Warner Auto-Meters on personal, racing, and "Stunt" cars—frequently on his testers, too. His dealers may *sell* cheap "speed indicators" because of price, but that's another story.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Chicago Section

Route 35

- 29.5 4.0 **WHEELING**—Chicago Motor Club sign on right. Turn left, straight out of town across RR. (30.5 m).
- 30.7 1.2 Right-hand branch road—Motor Club sign in fork; bear right.
- 32.4 1.7 End of road; turn right, go straight ahead.
- 34.1 1.7 End of road; turn left, straight through 4-corners at **Longgrove** (35.3 m), winding through woods (36.6 m), pass church (on left—39.7 m). **Caution** for dangerous RR. (39.8 m).
- 40.0 5.9 3-corners—Motor Club sign on right; jog right and take next left, keeping right at cross triangle (40.9 m), straight ahead past creamery at **Lakes Corners** (42.8 m).
- 44.9 4.9 **WAUCONDA**—lake behind houses on right. Straight through town, avoiding left-hand street (45.0 m), follow winding but direct road on good gravel.
- 47.7 2.8 Avoid good road to the right, which leads to Volo, continuing straight ahead on direct road.
- 50.7 3.0 End of road; turn left, meeting Route No. 34 from the right. Jog right and left around **Lilly Lake** (51.1 m), going straight ahead to
- 54.2 3.5 End of road; jog right and immediately left, crossing long iron bridge over Fox River to end of road on edge of
- 54.6 0.4 **McHENRY**—large Catholic Church ahead.
Turn right, avoid good road to the left (55.1 m).
- 57.4 2.8 Fork—Motor Club sign in angle; bear right, straight ahead on direct road over rather rolling country.
- 61.3 3.9 End of road; turn left, curving right along RR. (61.7 m), running under RR. (62.8 m).
- 64.1 2.8 **RICHMOND**. Straight ahead through town. **Take care not to pass**
- 65.0 0.9 Left-hand road—old frame church on right; curve left, bearing right with road just beyond.
- 65.9 0.9 4-corners—Motor Club sign on right; turn left under RR. (66.5 m) to center of
- 66.7 0.8 **GENOA JCT.** Turn right around hotel, crossing RRs. (66.8 m & 67.0 m).
- 67.4 0.7 End of road; turn left with main travel curving right (67.8 m).
- 68.2 0.8 End of road; jog left and immediately right across RR. (68.7 m), bearing right just beyond. Avoid road to the left (69.0 m), curving right down slight grade.
- 71.4 3.2 Left-hand road—creamery on right; turn left, go almost straight ahead on direct road.
- 74.9 3.5 Fork at top of hill; bear right 1 block and then left downgrade to edge of lake.
- 75.1 0.2 End of road; turn right along shore of lake, avoiding righthand road.
- 75.3 0.2 Just after crossing iron bridge turn right to
- 75.4 0.1 **LAKE GENEVA**, Main & Broad Sts.

Badger Garage.

For diverging routes, see Index map, page 264.

Route 36

Chicago Section

Route 36—Chicago to Lake Geneva, Wis.—81.5 m.

Route map, page 107

Reverse route, No. 117

Via Elgin, Algonquin and Hebron. Being one of the most popular routes to this well-known resort, over stone and gravel roads all the way.

Descriptive Outline—As shown in the descriptive outline at the head of Route No. 29, this route is direct to **Elgin**, where we turn north, following closely the west bank of the Fox River, over rolling country, with many beautiful views of surrounding country. At Algonquin some exceptional views of the river may be had by continuing up to the top of Phillips Hill a short distance north of town. The through trip bears slightly to the west at this point, passing resort section at **Crystal Lake**, running direct to Lake Geneva.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

0.0 0.0 **CHICAGO**, Michigan & Jackson Boulevards.

For complete running directions on first part of this route to Elgin see Route No. 29.

37.3 37.3 **ELGIN**, Chicago Ave. & Grove St.

Kelly & Ross Garage, 116 Brook St.

Moody's Garage, 104 Grove Ave.

McBride Brothers, 26 River St., **Stock Michelin Tires**.

City map, page 109. For diverging routes, see page 107.

Turn left on Chicago Ave., crossing iron bridge and RR.

37.4 0.1 **State St.**, just beyond RR.; turn right with trolley, going straight ahead on State St., avoiding road to the left, where trolley ends (31.1 m). Continue on direct road, curving right (38.5 m), over RR. bridge (39.8 m), running downgrade (40.6 m), straight through western edge of **Dundee** (41.8 m), pass cemetery (on right—42.1 m), through prominent 4-corners (42.6 m), running downgrade (43.1 m), bear slightly left and right at foot of hill. **Caution** for heavy downgrade at Perry Hill, curving right (45.6 m), left at foot of hill, continue straight ahead on direct road across RR. (46.7 m) to center of

46.9 9.5 **ALGONQUIN**—fire engine house on left.

See Note A for connection to McHenry.

Turn square left, running up slight grade. **Caution** sharp left and right curve under RR. (47.5 m). Avoid prominent left-hand road (48.1 m), following direct road. Bear left away from tracks (50.9 m) to

52.5 5.6 **CRYSTAL LAKE**—P. O. on right.

T. L. Colby & Son, **Stock Michelin Tires**.

Continue straight ahead.

53.7 1.2 Jog left and immediately right, running along RR. to

55.0 1.3 **RIDGEFIELD**—P. O. on left, station on right.

Route No. 36a via Woodstock goes straight ahead.)

Turn right across tracks and left a short distance beyond, following main travel.

56.3 1.3 Prominent fork; bear right, curving left (57.0 m).

57.7 1.4 Prominent right-hand branch road—signboard in center; bear right. Road is rough for short distance. Continue straight ahead on direct road, avoiding all intersections, passing cemetery (on right—60.3 m).

60.5 2.8 Left-hand road just beyond cemetery; turn, left, passing school (on right—62.1 m) and cemetery (63.2 m), jog

Chicago Section

Route 36 A

- right and left (63.4 m), continue straight ahead through small village of **Greenwood** (64.0 m)—store on left, pass school (on right—66.7 m).
- 69.5 9.0 End of road—school straight ahead; turn left on straight road to end of same at
- 72.5 3.0 **HEBRON, ILL.** Turn square right across RR., jogging left and immediately right (74.0 m), crossing RR. (74.2 m).
- 75.5 3.0 End of road; turn left to first
- 76.0 0.5 Cross-road—signboard on farther right; turn right on direct road past school (on left—78.0 m); fine view of Lake Geneva on the left (79.3 m), running along shore of lake shortly going between a number of summer homes, following main travel to
- 81.0 5.0 Prominent 4-corners; turn left downgrade and right at foot of same, along shore of lake, curving right (81.4 m) at boat landing to center of
- 81.5 0.5 **LAKE GENEVA, WIS.,** Main & Broad Sts.

Badger Garage.

For diverging routes, see Index map, page 264.

Note A—For direct connection to **McHenry**, keep straight ahead up Philips Hill, keeping right at fork top of hill; follow direct road with main travel with some fine views of Fox River Valley. Avoid road to the right (3.3 m), where main travel turns into Cary, crossing RR. (3.8 m), straight ahead to 4-corners (5.3 m)—school on right. Turn left to right-hand road (6.0 m) at top of short grade (pond on left); turn right with main travel to end of road (8.1 m), turn left to old deserted village of **Barreville** (.4 m). Turn right, follow direct road almost straight north into **McHenry**. Connection is made here with Routes 34 and 35. For diverging routes, see Index map, page 107.

Route 36A—Chicago to Lake Geneva, Wis.—93.0 m.

Route map, page 107

Reverse route, No. 117A

Via Elgin, Algonquin, Woodstock and Harvard, entering Geneva along the north shore of the lake. On good gravel roads all the way except a few miles between Woodstock and Harvard.

Although this is not a direct route to Lake Geneva, it may be used to advantage not only in reaching points on western end of lake, but also in combining with some of the more direct routes for return trips.

MILEAGES (For this and optional exits, see city map, page 48.)
Total Intermediate

0.0 0.0 **CHICAGO**, Michigan Ave. & Jackson Boulevard.

For complete running directions on first part of this route follow Route No. 36 to

55.0 55.0 **RIDGEFIELD**—postoffice on left, station on right.

Route No. 36 via Hebron leaves to the right. Keep straight ahead, curving left 1 block beyond station, following main travel on angling road.

55.9 0.9 Bear right into road from left, running straight ahead on good gravel road over rolling country.

60.6 4.7 5-corners; bear right 1 block on Madison St. and left 1 block on Calhoun St.

60.7 0.1 **Jefferson St.**; turn right 1 block, then left to center of

60.8 0.1 **WOODSTOCK**—park straight ahead.

Schuett & Schaff, 217 Main St., Stock Michelin Tires.

See Note A for direct connection to Lake Geneva.

Route 36 A

Chicago Section

Jog right and left $\frac{1}{4}$ way around square, turning right 1 block.

- 60.9 0.1 At station straight ahead bear left on Washington St., going straight out of town. Avoid road to the right (62.5 m).
- 65.7 4.8 At creamery (on right) bear right, following telephone poles.
- 67.3 1.6 Curve left downgrade across iron bridge and immediately bear right, still with poles on winding but direct road.
- 70.7 3.4 End of road; turn left, curving right a short distance beyond.
- 71.4 0.7 End of road; turn left around creamery for $1\frac{1}{2}$ miles.
- 72.9 1.5 Turn right with poles and main travel, going straight across RR. (73.6 m) into
- 73.8 0.9 **HARVARD**—Business center on left, high school on right. Keep straight ahead through town, meeting trolley; follow same on direct road through **Big Foot** (79.0 m) to center of
- 81.5 7.7 **WALWORTH**—park on farther left. Turn right, straight out of town.
- 82.0 0.5 Left-hand road—cemetery ahead on right; turn left. **Caution for dangerous RR.** (82.2 m), meeting trolley again (82.4 m), follow same direct to
- 83.6 1.6 **FONTANA**—postoffice on left. Straight ahead—(trolley leaves to the right), curving left around gravel pit, avoiding road on right, which leads to the lake. **Caution for sharp turns on winding upgrade, through 4-corners** (84.4 m) to next
- 85.4 1.8 Cross-road—Chicago Motor Club sign on farther right. Turn right, passing entrance to Yerkes Observatory (86.7 m).
- 87.1 1.7 Fork; bear left to center of
- 87.4 0.3 **WILLIAMS BAY.** Straight ahead downgrade, passing station (on left) lake (on right), running upgrade to first
- 88.5 1.1 Left-hand road; turn left with main travel and poles.
- 88.8 0.3 End of road; turn right, go straight ahead on fine gravel road over rolling country to center of
- 93.0 4.2 **LAKE GENEVA**, Main & Broad Sts.

For diverging routes, see **Index map**, page 264.

Note A—Those desiring to reach **Lake Geneva** direct from this point may follow route as given to mileage 62.5 m., where bear right, crossing RR. to end of road (64.7 m), where jog right and take next left to end of road at (70.5 m). Turn right a short distance then left, straight to RR. crossing at **Hebron** (72.7 m). At this point meet Route No. 36, following same to **Lake Geneva**.

NOTICE.

We were unable to properly show on Index Maps the routes West of Kansas City; therefore we wish to Call Attention to the route data published for the first time to Wichita, Oklahoma City and Ft. Worth—(Routes 657 to 665)—and to the Pacific Coast—(Routes 1001 to 1012).

Route 37—Chicago to Milwaukee, Wis.—92.0

Route map, page 107

Reverse route, No. 101

Lake Shore via LINCOLN PARK, SHERIDAN ROAD THROUGH LINCOLN PARK, LAKE FOREST, WAUKEGAN, ILL.; KENOSHA and RACINE, WIS. Macadam about two-thirds of the way, remainder about equally divided between sand and good dirt.

Descriptive Outline—Leaving the city via the North Side boulevard system, through Lincoln Park onto Sheridan Road. Entering **Evanston**, which has some of the finest suburban homes in the United States, this route for many miles is one continuous trip through closely connected suburban districts. At **Highland Park** is located the Northwestern Military Academy; also just north of the city is Fort Sheridan, one of the largest army posts in the United States, and a little further north the Naval Training School. **Kenosha** is probably best known for its manufacturing industries. The Simmons Manufacturing Company, beds; N. R. Allen & Sons, tanners, and Chicago-Kenosha Hosiery Company, are said to be the largest of their kind in the world. Thos. J. Jeffery Company, manufacturers of the Rambler Automobile, also located here. Here we are within easy reach of the numerous lakes in southern Wisconsin, which are scattered all over this section, starting a few miles west of the city. **Racine** is also a thriving manufacturing city, well known as the home of Horlick's Malted Milk, also the Mitchell-Lewis Motor Company, Racine Manufacturing Company and Case Threshing Machine Company. The oldest flour mill in Wisconsin is the old Horlick's mill, located just northwest from the city.

MILEAGES
Total Intermediate

(For this and optional exits, see Chicago city map, page 48.)

0.0 0.0 **CHICAGO**, Michigan & Jackson Boulevards.

Go north on Michigan Boul., passing Art Museum on right.

- 0.7 0.7 Jog left and immediately right, crossing drawbridge and RR. tracks just beyond, straight ahead on Rush St. to
- 1.2 0.5 **Chicago Ave.**; turn right, following boulevard lights.
- 1.3 0.1 Turn left between stone pumping stations, following Lincoln Park Boul. straight ahead into park (2.3 m), following along lagoon (on right), passing Grant Monument (2.7 m).
- 3.7 2.4 Fork—bath houses over to the right; bear along shore of lake on new drive, keeping with same straight ahead, curving left away from lake (5.3 m).
- 5.8 2.1 **Sheridan Road** immediately beyond after passing under elevated; turn right under elevated, again keeping straight ahead. **Take care not to pass.**
- 7.8 2.0 **Bryn Mawr Ave.**—street sign on lamp post; turn left, crossing trolley (8.1 m).
- 8.5 0.7 **Clark St.**; turn right on brick pavement with trolley.
- 9.5 1.0 **Devon Ave.**—end of brick (1910); turn left.
- 9.7 0.2 **Ridge Ave.**—large church on farther left; turn right on brick pavement running straight ahead thru edge of
- 12.7 3.0 **EVANSTON**, Ridge Ave. & Davis St.
Northwestern Garage, 1622 Maple Ave., Stock Michelin Tires.
- 13.4 0.7 **Caution** for sharp right and left under RR. at foot of

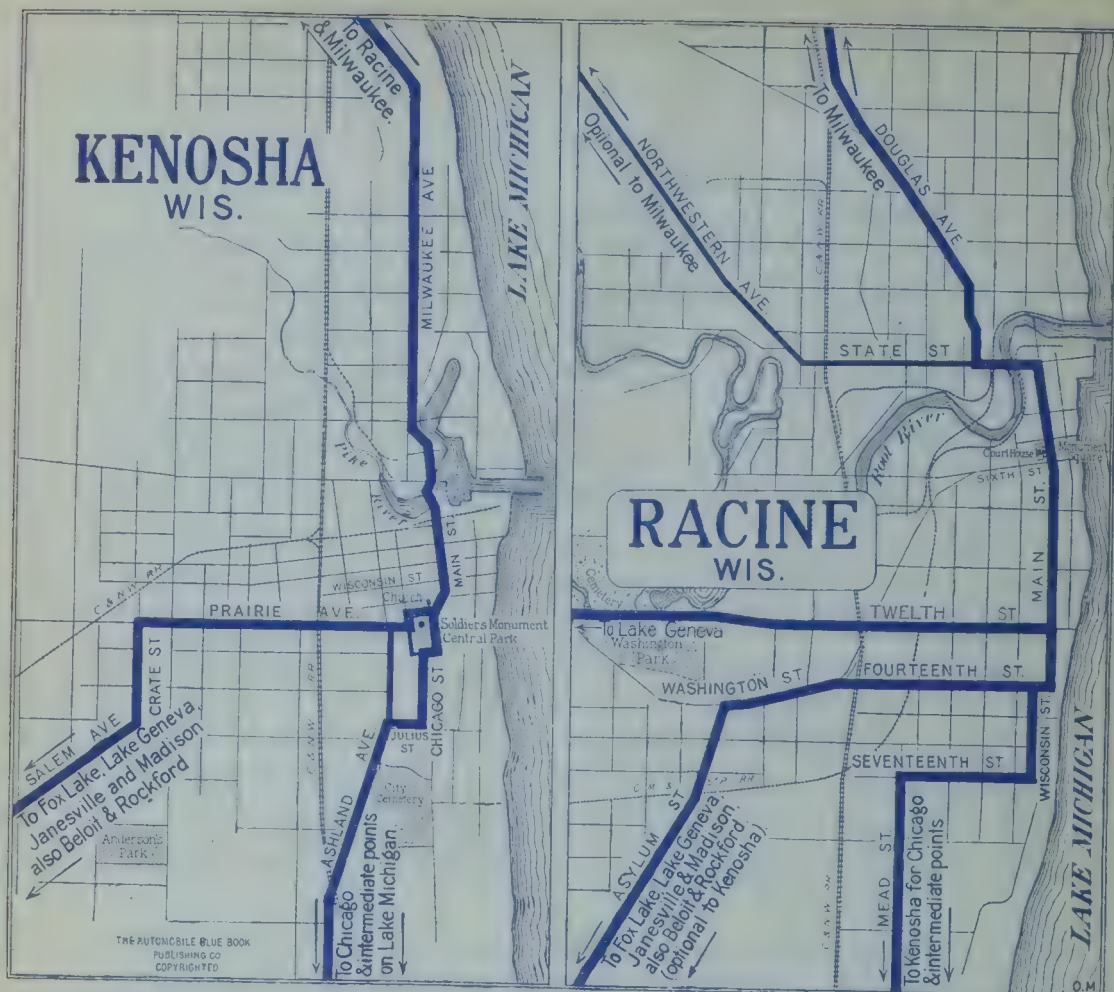
Hopkins ELECTRIC Speedometer

"No Flexible Shaft"
and
The Electrodrometer

← → **perfect** 1000
mile trip odometer.
Portable as a watch.

Accurate
to the fraction
the year 'round.

(See page facing
front cover)



Brietzke & Pauli

Official Blue
Book Station

GARAGE

Finest in
the City

510-512 COLLEGE AVENUE
RACINE, WIS.

2d Block West of Racine Hotel



Storage, Supplies,
Accessories, Com-
plete Stock of
Kelly-Racine
Tires and Tubes,
Michelin Stockists,
Machine Work,
Repairs, Factory
Workmen, Tire
Repairs.

Mitchell, Hupmobile,
Marmon, Woods Electric



HOTEL RACINE

MARGERUM & BEAR, Props.

S. E. MARGERUM

L. E. BEAR

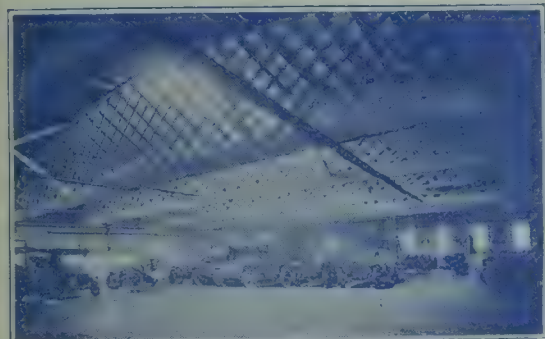
RACINE, : : WISCONSIN
: : **AMERICAN PLAN** : :

Rates, \$2.50 and Up. Meals, 75c.

First-Class in All Its Appointments

High-Class Buffet and Cigar Stand

Centrally located. Electric street cars from Chicago and Milwaukee and all lines from depot pass the hotel.



The

Arthur Gardiner Garage

Phone 191

Kenosha Wis.

Wisconsin and Exchange Sts.
One Block East of Eichleman Hotel

NEVER CLOSED
REPAIRS, RENTAL, STORAGE and SUPPLIES

grade. Keep ahead on Ridge Ave., passing Golf Club (14.6 m).

15.0 1.6 **Linden Ave.**—road ahead will probably be blocked most of 1911. Turn left, crossing rather flimsy bridge over excavations.

15.5 0.5 5th St.; turn right through edge of **Wilmette**.

15.9 0.4 Jog slightly right and left, meeting Sheridan Road again, which follow with main travel, passing between 2 large stone posts marked "Kenilworth" (16.9 m); caution for steep winding down-grade at **Hubbard's Hill** (19.5 m), curving to the left at the bottom, running up corresponding grade.

20.7 4.8 End of road; turn left and next right running through two or three small valleys on edge of **Glencoe**, curving left, cross wooden bridge (22.8 m).

22.9 2.2 Fork; turn right, follow winding but direct road to

23.6 0.7 **Ravinia Park** entrance; turn square right crossing concrete culvert (23.9 m).

the left, under RR. (25.8 m), keep straight ahead along

24.6 1.0 4-corners—signpost on right; turn right, avoid road to tracks to center of

26.1 1.5 **HIGHLAND PARK** (station on left).

Moraine Hotel, North Sheridan Road.

Highland Park Auto Station, 11 Park Ave.

Turn right on Central Ave., and next left at iron watering trough, still on Sheridan Road, following same to

Cheer UP, Automobilists, You'll Find Good Things to Eat and Drink At Wagner's, Racine

- Hotel Moraine.** Road is straight ahead, across iron bridge to
- 27.3 1.2 Fork; curve left and right just beyond, on Oak St., running into Sheridan Road again (27.6 m).
- 27.7 0.4 4-corners; turn right crossing numerous iron bridges.
- 28.7 1.0 **FORT SHERIDAN**; curving left, at entrance to government grounds, passing water tower on right, going between company quarters.
- 29.0 0.3 End of road—guard house straight ahead. Turn right, pass flag pole.
- 29.2 0.2 Jog right and immediately left, keeping straight ahead on road through woods, turning left with road (30.4 m).
- 30.7 1.5 End of road; turn right, using caution for narrow winding grade (30.8 m).
- 31.8 1.1 End of road; turn left.
- 32.1 0.3 4-corners; stone gate entrance to Lake Forest College buildings on right; turn left.
- 32.5 0.4 Do not go under RR., turn right along tracks.
- 32.7 0.2 **LAKE FOREST.** Station on left.
- C. G. Wenban & Son, Stock Michelin Tires.**
- Continue on direct road along tracks, passing United States Naval School over to the right (37.3 m); cross trolley and RR. and immediately turn right, straight through **North Chicago**—station on right; under RR. (37.9 m), meeting trolley on Marion St. (39.1 m), following same.
- 40.0 7.3 **West Belvidere St.**; turn left with trolley and next right
- 40.6 0.6 **WAUKEGAN**—trolley leaves left.
- Griffin's Waukegan Gar., 119 S. Sheridan Rd., Stock Michelin Tires.**
Keep straight ahead one block.
- 40.7 0.1 **Grand Ave.**; turn right and at end of Ave. just beyond turn left on direct road to
- 46.6 5.9 **ZION CITY, ILL.**, (some sandy spots will be encountered between here and Kenosha)—continue straight through, crossing RR. (55.0 m), same thoroughfare becoming Ashland Ave., which follow with trolley to
- 55.7 9.1 **Julius St.**; turn right one block, where turn left on Chicago St. to
- 56.0 0.3 Park—jog right and left $\frac{1}{4}$ way around park, curving right at church on Park Ave., following same to
- 56.2 0.2 Main St., meeting trolley, bear left to center of
- 56.3 0.1 **KENOSHA, WIS.**, Main & Wisconsin Sts.

Arthur Gardiner's Garage, Wisconsin & Exchange Sts.
Kent Motor Car Co., 309 Church St., **Stock Michelin Tires.**
(For city map, see page 122.)

AUTOMOBILE EXPERT

REPAIRS AND SUPPLIES

Hoffman's Garage

H. V. Hoffman, Proprietor

Monroe Ave., near City Hall

South Milwaukee, Wis.

Continue straight ahead with trolley on Main St., crossing RR. (56.5 m), jogging slightly left and right (56.7 m) on Milwaukee Ave., follow trolley past cemetery on right (58.3 m).

- 59.1 2.8 Fork; just after crossing trolley turn right with trolley, cross RR. (62.6 m), trolley leaves to right, curving right with road, re-crossing RR. (63.1 m), running along trolley again.
- 64.5 5.4 End of road; turn right with trolley to
- 64.7 0.2 **Mead St.**; turn left with trolley and go straight ahead to
- 65.7 1.0 **17th St.**; turn right to
- 66.1 0.4 **Wisconsin St.**; turn left 3 blocks to
- 66.4 0.3 **14th St.**; turn right 1 short block and turn left on Main St. straight to center of
- 67.2 0.8 **RACINE**—Public Square, Main & 6th Sts.

Hotel Racine, Main & Sixth Sts.

Wagner's Restaurant, West Sixth St.

Brietzke & Pauli Garage, 510 College Ave., Stock Michelin Tires.

(For city map, see page 122.)

Run left on Main St., to car barns on right.

- 67.5 0.3 Turn left with trolley, crossing iron bridge to
- 67.6 0.1 **Douglas Ave.**, office of Case Threshing Machine Co., on farther right; turn right following trolley, pass iron water trough on left (68.6 m).
- 72.2 4.6 End of road; turn left, cross trolley and RR., and immediately right, following direct road with trolley to
- 80.9 8.7 4-corners; turn right with trolley, running under RR. to first
- 81.1 0.2 Left-hand road, turn left still with trolley to center of
- 81.4 0.3 **SOUTH MILWAUKEE**, Milwaukee & 10th Aves.

Straight through, bearing left a ways from trolley line (83.3 m), crossing RR. just beyond; curving right across RR. and trolley (85.6 m).

- 87.3 5.9 Irregular 4-corners; turn left with trolley line on to brick pavement running under RR. (87.5 m), same thoroughfare becoming Kinnikinnick Ave., which follow straight ahead, trolley leaves to the left (88.5 m), cross RR. iron bridge and second RR. just beyond, running into Clinton St.,

READ CAREFULLY the article printed on front of Trunk Line Chart, **How to Use the Blue Book.** Great improvements have been made in this edition, and an understanding of the general arrangement of routes and the indexing by maps is essential to the proper use of the Guide.

Route 37

Chicago Section

- trolley leaves to the left (88.5 m), running under 2 RRs. across iron drawbridge (88.7 m), taking care not to pass street just after trolley comes in again from the left.
- 89.4 2.1 **Mitchell St.**—just after passing small triangle (on left); turn left about 4 blocks.
- 89.8 0.4 **1st Ave.**, just beyond church (on right); turn right, jogging right and left with avenue (90.0 m), keep straight ahead over long RR. viaduct (90.8 m), same thorofare becoming 6th St., which follow to
- 91.6 1.8 **Grand Ave.**; turn right direct to center of
- 92.0 0.4 **MILWAUKEE**, Grand Ave. Bridge.

Plankinton Hotel, Grand Ave.

College Inn, Grand Ave.

Maryland Hotel, 137 Fourth St.

Rambler Garage Co., 455 Broadway.

For diverging routes, see **Index map**, pages 236 and 253.

For through connections, see **Graphic Trunk-line chart**, inside front cover.



Plankinton House

Grand Avenue and West Water Street

MILWAUKEE

Most Centrally Located Hotel in the City.

EUROPEAN PLAN

Telephone Grand 187

H. STANLEY GREEN, Manager

Route 38—Chicago to Milwaukee, Wis.—92.7 m.

Route map, page 107

Reverse route, No. 102

This is one of a number of Milwaukee Routes known as "Inside Routes," that is, not following the shore of Lake Michigan, passing through no towns of importance after leaving Wilmette. Unless material improvements are made on the shore route this or Route No. 38a will in all probability be the best course to follow to Milwaukee during the summer of 1911.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

- | | | |
|------|-----|---|
| 0.0 | 0.0 | CHICAGO , Michigan & Jackson Boulevards. |
| | | Go north on Michigan Boul. |
| 0.7 | 0.7 | Jog left and immediately right, crossing drawbridge and RR. tracks just beyond, straight ahead on Rush St. to |
| 1.2 | 0.5 | Chicago Ave. ; turn right, following boulevard lights. |
| 1.3 | 0.1 | Turn left between stone pumping stations, following Lincoln Park Boul. straight ahead into Park (2.3 m), following along lagoon (on right), passing Grant Monument (2.7 m). |
| 3.7 | 2.4 | Fork—bath houses over to the right; bear right along shore of lake on new drive, keeping with same straight ahead, curving left away from lake (5.3 m). |
| 5.8 | 2.1 | Sheridan Road immediately beyond, after passing under elevated; turn right under elevated again, keeping straight ahead. Take care not to pass |
| 7.8 | 2.0 | Bryn Mawr Ave. —street sign on lamp post; turn left, crossing trolley (8.1 m). |
| 8.5 | 0.7 | Clark St. ; turn right on brick pavement with trolley. |
| 9.5 | 1.0 | Devon Ave. —end of brick (1910); turn left. |
| 9.7 | 0.2 | Ridge Ave. —large church on farther left; turn right on brick pavement, straight ahead thru edge of |
| 12.7 | 3.0 | EVANSTON , Ridge Ave. & Davis St. |
| | | Northwestern Garage, 1622 Maple Ave., Stock Michelin Tires. |
| 13.4 | 0.7 | Caution for sharp right and left under RR. at foot of grade. Keep ahead on Ridge Ave., passing Golf Club (14.6 m). |
| 15.0 | 1.6 | Linden Ave. —road ahead will probably be blocked most |

Route 38

Chicago Section

- of 1911. Turn left, crossing rather flimsy bridge over excavations.
- 15.5 0.5 **5th St.**; turn right, crossing trolley.
- 15.8 0.3 **WILMETTE**, Lake Ave. & 5th St.—low concrete house on left; turn left and go straight ahead across 3rd rail and RR. (16.8 m), running off of brick pavement at **Grosse Point** (17.4 m), cross RR. (19.5 m).
- 21.3 5.5 End of road; turn right going straight north past Catholic Convent (23.7 m), through **Northfield** (25.3 m) into small town of .
- 27.9 6.6 **DEERFIELD**—white stores on right.
See Note A for connection into **Highland Park** and **Moraine Hotel**.
Keep straight ahead through town, crossing RR. (28.7 m), through prominent cross-road (30.5 m) to end of road at
- 32.0 4.1 **EVERETT STATION**. Jog right across tracks and immediately left past Catholic Church, continuing north on good road. **Take care not to pass**
- 35.9 3.9 Cross-road (with trolley line); turn right along trolley, crossing RR. (36.5 m) to next
- 37.2 1.3 4-corners; turn left going over RR. bridge (38.1 m). **Avoid** road to the right (39.2 m), jogging left and right with road (41.6 m), straight through prominent 4-corners (42.1 m).
- 42.8 5.6 End of road; jog left then right through irregular 4-corners.
- 43.8 1.0 Irregular 4-corners; school on right; jog slightly left and right, continuing straight north.
- 48.9 5.1 Fork; bear left with poles and main travel, crossing RR. (56.6 m), through numerous cross-roads which lead to **Kenosha**.
- 60.0 11.1 4-corners—Motor Club sign on left.
Route 38a leaves to the left.
Keep straight ahead, winding through woods (63.7 m).
- 64.0 4.0 Avoid good road to the right, which leads into **Racine**; straight ahead to
- 64.5 0.5 End of road; turn left, crossing RR. (65.0 m) to next
- 65.5 1.0 Right-hand road; turn right on rather poor road for a short distance.
- 67.5 2.0 4-corners; turn left on good gravel.
- 67.9 0.4 **CORLISS**—RR. straight ahead. Turn right along tracks, crossing another RR. (68.1 m), passing **Rosemary Academy** (68.8 m), keep straight ahead.
- 72.0 4.1 End of road—school straight ahead; turn left, avoiding road (on left—72.1 m).
- 72.6 0.6 **FRANKSVILLE**—station on left. Do not cross RR., turn right along tracks. Road is straight north practically all the way to **Milwaukee**. Jog slightly left and right through 4-corners (77.3 m), cross high-speed trolley at **Rawson** (83.2 m), pickup trolley (86.7 m), follow same,

Chicago Section

Route 38 A

- avoiding road to the left (87.5 m), running under RR. (87.9 m), passing park (on right—88.4 m), same thoro-
fare becoming Howell Ave., which follow direct to end at
89.3 16.7 **Kinnikinnick Ave.**; bear left with trolleys, running under
2 RRs., crossing iron drawbridge (89.6 m). **Take care
not to pass**
90.1 0.8 **Mitchell St.**, just after triangle where branch trolley
comes in on Clinton St.; turn left
90.5 0.4 **1st Ave.**, just beyond church on right; turn right, jog-
ging right and left with avenue (90.8 m), keep straight
ahead over long RR. viaduct (91.5 m), same becoming
6th St., which follow to
92.3 1.8 **Grand Ave.**; turn right, direct to center of
92.7 0.4 **MILWAUKEE**, Grand Ave. bridge.

Plankinton Hotel, Grand Ave.

College Inn, Grand Ave.

Maryland Hotel, 137 Fourth St.

Rambler Garage Co., 455 Broadway.

For city map, see page 238. For diverging routes, see **Index map**, page 236.

For through connections, see **Trunk-line Index map**, front of book.

Note A—By the use of Route No. 38 to Deerfield and this note an excellent
route to Highland Park is offered. At 4-corners in Deerfield turn right, curving
left with road (0.8 m), following main travel almost straight ahead, keeping left
at fork (2.2 m), straight ahead on Central Ave., to center of **Highland Park**,
Moraine Hotel a short distance to the north on Sheridan Road.

Route 38A—Chicago to Milwaukee, Wis.—94.1 m.

Route map, page 107

Reverse route, No. 102A

The first two-thirds of this route being the same as Route No. 38, a very good
option being offered by going west a little over 2 miles and straight through
Milwaukee on 27th St.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48)

0.0 0.0 **CHICAGO**, Michigan & Jackson Boulevards.

For first 60 miles of this route see Route No. 38.

- 60.0 60.0 4-corners—Motor Club sign on left; Route No. 38 goes
straight ahead. **Turn square left**, crossing RRs. (60.8 m
& 61.3 m).
62.4 2.4 Right-hand branch road—school on farther right; bear
right.
63.9 1.5 Fork; bear right with poles and follow straight road
north for over 28 miles with main line telephone poles,
mostly good dirt or gravel all the way, crossing RR. at
Sylvania (69.4 m), same thoro- fare becomes 22nd Ave.,
which follow across RR. (89.2 m), running onto boulev-
ard, going straight ahead passing park (on right—91.2
m), crossing long viaduct (91.5 m), same becomes 27th
St., which follow to
92.3 28.4 **Grand Ave.**—brick school on farther left; turn right on
asphalt, going straight ahead to center of
94.1 1.8 **MILWAUKEE**, Grand Ave. bridge.

Plankinton Hotel, Grand Ave.

College Inn, Grand Ave.

Maryland Hotel, 137 Fourth St.

Rambler Garage Co., 455 Broadway.

For city map, see page 238. For diverging routes, see **Index map**, page 236.

For through connections, see **Trunk-line Index map**, front of book.

Route 39

Chicago Section

Route 39—Chicago to Milwaukee, Wis.—124.3 m.

Route map, page 107

Reverse route, No. 103

Although not a direct route to Milwaukee, this may be taken to advantage by people who have a little time to spare, as it is over very good roads practically all the way. This is also the main route to a large number of well-known summer resorts at Grass Lake, Fox Lake and Waukesha.

A good option to Half Day is offered via Route No. 34 with practically the same mileage to that point.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 48.)

0.0 0.0 **CHICAGO**, Michigan & Jackson Boulevards.

For complete running directions on first part of this route to Deerfield, see Route No. 38.

27.9 27.9 **DEERFIELD**—white stores on right.

Keep straight ahead, crossing RR. (28.7 m).

30.5 2.6 Prominent cross-road; turn left, going straight ahead to

33.6 3.1 **HALF DAY**. Small hotels on right.

Pink Poodle, Stock Michelin Tires.

Turn right, leaving Route No. 34 and go almost straight north, crossing RR. (37.2 m) and trolley (39.2 m) to center of

39.4 5.8 **LIBERTYVILLE**. Keep straight ahead through town, crossing RR. at station (39.7 m). Avoid road to the left (40.8 m).

43.7 4.3 Prominent cross-road; turn sharp left on good gravel road, crossing RR. (47.9 m). Avoid road on right just beyond.

48.5 4.8 4-corners; brick school on right; turn right, passing lake (on left), straight through edge of **Grays Lake**, cross RR. (49.4 m).

50.3 1.8 3-corners; sign post in center; bear left, curving right along RR. at **Rollins Station** (52.0 m).

54.5 4.2 4-corners on edge of **Lake Villa**; brick school over to left.

See Note (a) for direct connection to **Howard's Mineola** on **Fox Lake**.

Keep straight ahead, crossing RR. (54.7 m).

55.5 1.0 Fork; bear left with poles across RR. Avoid good road to the left (55.8 m), keeping straight north past **Loon Lake Station** (57.0 m).

59.2 3.7 **ANTIOCH**. Keep straight ahead through town, crossing RR. (60.0 m) and again at **Salem** (64.5 m). **Take care not to pass**

65.4 6.2 4-corners; blacksmith shop on right; turn left, passing school (on right) just after turn; cross RR. (69.3 m).

69.9 4.5 3-corners immediately after crossing iron bridge over **Fox River**; bear right.

70.7 0.8 Right-hand road; small town of **Munster** about $\frac{1}{4}$ mile ahead; turn right, road is almost straight north with main travel all the way over rolling country, crossing RR. (77.3 m) to center of

78.2 7.5 **BURLINGTON**. Bank on farther right.

Automobile Supply Co., Stock Michelin Tires.

For diverging routes, see Index map, page 264.

HOWARD'S MINEOLA

The Most Complete Resort in Northern Illinois

On Blue Book Routes 34 and 39 from Chicago

FOX LAKE, ILLINOIS

3 hours' drive from Chicago or Milwaukee—On C. M. & St. P. R'y



Boating, Bathing, Fishing and Bowling are among the many sports to be enjoyed at this splendid resort. Dancing each evening—Bar and Grill.

Long Distance Phone—Fox Lake Exchange 411 and 552

Private Cottages by the Season

Garage in Connection

Turn right, keeping left at iron watering trough, crossing trolley.

- | | | |
|------|-----|---|
| 78.8 | 0.6 | 3-corners; bear right on winding but direct road. |
| 81.5 | 2.7 | End of road; turn left with main travel along river. |
| 83.2 | 1.7 | Fork; bear right, straight through Rochester (83.5 m). |
| 84.0 | 0.8 | Fork; bear right to edge of |
| 85.1 | 1.1 | WATERFORD. Business center on right, church over to left. Turn left, straight out of town. |
| 86.3 | 1.2 | Right-hand branch road; sign in angle; bear right, following main travel straight ahead, jogging right and left with road at school (89.5 m). Avoid road to the right (89.9 m); cross trolley and RR. (94.0 m) to center of |
| 94.4 | 8.1 | MUKWANAGO. Route 98 comes in from the left. |
- For complete running directions rest of the way see Route No. 98 to

- | | | |
|-------|-----|--------------------------------------|
| 124.3 | 3.0 | MILWAUKEE, Grand Ave. bridge. |
|-------|-----|--------------------------------------|

Maryland Hotel, 137 Fourth St.

Plankinton Hotel, Grand Ave.

College Inn, Grand Ave.

Rambler Garage Co., 455 Broadway.

For city map, see page 238. For diverging routes, see **Index map**, page 236.

For through connections, see **Graphic Trunk-line chart**, front of book.

Note A—For Fox Lake turn left at 4-corners (54.5 m), going straight ahead across RR. on edge of Lake Villa (0.2 m), bearing left at fork (1.0 m), keeping straight ahead over rolling country with some fine views of Fox Lake, to end of road (2.5 m), where turn left, following main travel along shore of lake, turning right with road (3.5 m). Turn right at end of road (4.7), across RR. (5.8 m), bearing right upgrade at fork just beyond, taking first right to Howard's Mineola on edge of Fox Lake.

OTTAWA SECTION

ROUTES 41 TO 50.

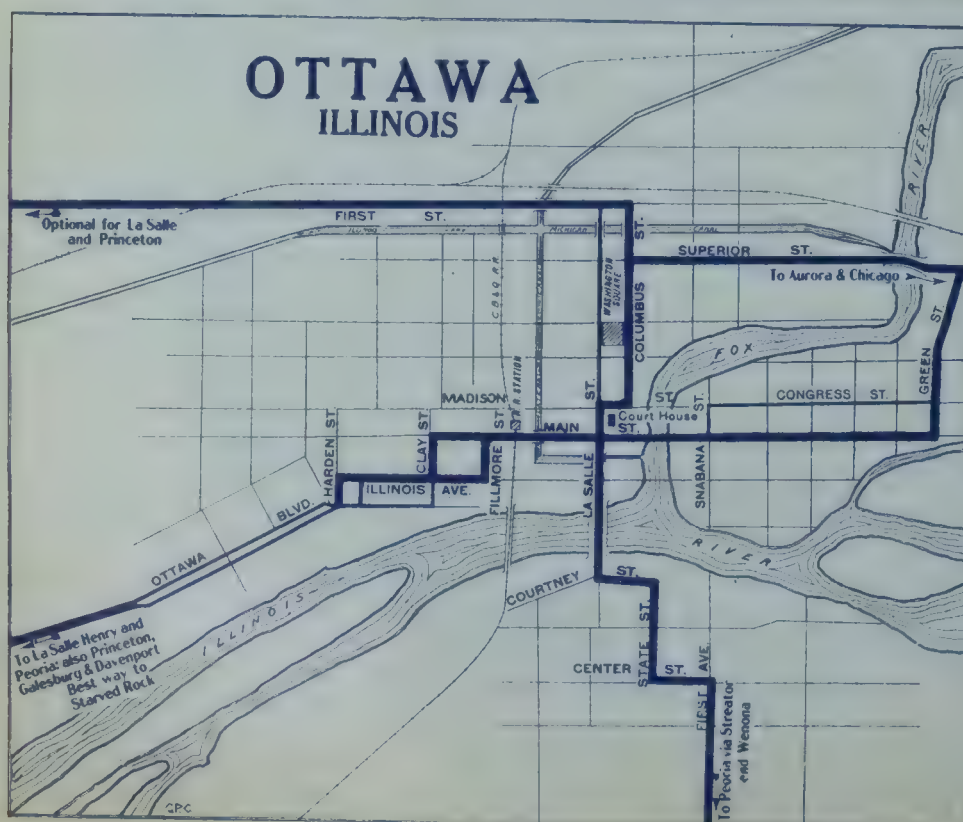
Route Center—The intersection of Main and La Salle streets, at the S. W. corner of the Court House, has been taken as a starting point of all routes in this section. It is not only the center of the city, but most easily identified.

Points of Interest—Ottawa, the county seat of La Salle county, has a great deal of Indian tradition connected with the vicinity surrounding the city. The first whites to visit this section were Marquette, Joliet, La Salle and Tonty. Marquette and Joliet were probably the first of these, as after their historic trip from Green Bay to the Mississippi River via Lake Winnebago and the Fox and Wisconsin Rivers they were told of the shorter route to Lake Michigan via the Illinois River, making use of the Chicago portage. It was in the Illinois Indian village of Kaskaskai, which stood where Utica now stands, that the explorer and missionary rested. This at the time was an Indian village of more than 2,500 souls. Just across the river from Utica, towering hundreds of feet above the river, is an isolated cliff with three precipitous sides known in history as "La Salle's Rock of St. Louis" and to the vanishing tribes of Indians as "Starved Rock".

Marquette returned to Kaskaskai and founded a mission. Later in 1680 La Salle fortified this rock and named it the "Rock of St. Louis". Today the vicinity around Starved Rock is known as Deer Park and is kept in as near the natural state as possible. There are a great many other interesting rock formations and strangers will be well repaid by making this short trip about 10 miles from Ottawa.

To reach Deer Park follow route 41 A to County Poor Farm at 3.2 m. Here, instead of turning right across trolley and canal, continue straight ahead on direct road, crossing bridge over Illinois River, turning left into Deer Park.

When in OTTAWA, ILL., stop at
THE OTTAWA GARAGE
 COLUMBIA ST., half block from Court House
 WE CAN SUPPLY ALL YOUR WANTS



Route 41A—Ottawa to Peoria, Ill.—91.8 m.

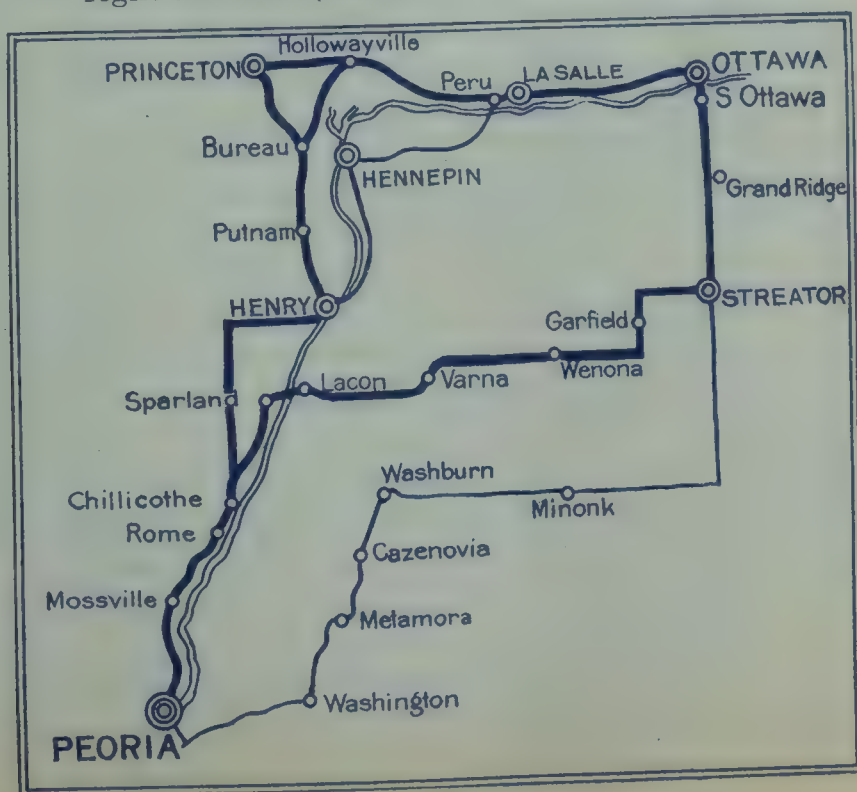
Route map below

Reverse route, No. 61A

Via La Salle and Henry. Gravel all the way except for about 9 miles between Henry and Chillicothe, making what we believe to be the best route to Peoria (fall 1910) for all weather conditions, as there is much more gravel than on any other between these cities.

MILEAGES
Total Intermediate

0.0	0.0	OTTAWA, ILL. , Madison & LaSalle Sts.—Court House on left; go south, 1 block on La Salle St. to
0.1	0.1	Main St. Turn right with trolley, following same across bridge and RR. to
0.4	0.3	Clay St. Turn left with trolley for 1 block.
0.5	0.1	Illinois Ave. Turn right with trolley.
0.7	0.2	Hardin St. Turn left, leaving trolley to end of street at
0.8	0.1	Ottawa Ave. Turn right onto boulevard—grassplot in center. Go straight ahead, passing cemetery (on left—1.5 m)—picking up trolley (from right)—same leaves to the left (2.1 m). Cross RR. (2.2 m); follow direct road, pass County Poor-Farm (on left—3.2 m). Trolley comes in from the right;
3.6	2.8	Prominent right-hand road just beyond Poor Farm; turn right, cross trolley and bridge over canal; cross RR., bearing left up sharp grade. Follow direct road with main travel, pass school (on right—4.2 m)—avoid all intersecting roads;
8.3	4.7	Right-hand road—meeting telephone line; turn right to next
9.0	0.7	4-corners—large tree in center; turn left, pass wooden school (on left), continue straight ahead, turning left with road (10.6 m & 11.1 m).
13.4	4.4	End of road—small school on left; turn left, jogging right and left (14.3 m).



THE HARRISSON

W. F. BYRNE, Proprietor

LA SALLE

ILLINOIS

AMERICAN PLAN \$2.00, \$2.50 and \$3.00 per day.

We are on the best route between Peoria and Chicago

La Salle Garage, La Salle, Ill.

W. 1st Street Close to Hotel Everything for the Car

- 14.6 1.2 Prominent right-hand road; turn right with main travel and telephone poles, cross concrete bridge (15.3 m), wooden bridge (15.5 m) on 5th St., follow same to
- 16.0 1.4 **Marquette St.**, second corner after passing brick church (on left). Turn left on brick pavement down slight grade for 2 blocks on 3rd St.
- 16.2 0.2 **LA SALLE**, business center straight ahead 2 blocks.
- The Harrison Hotel, W. First St.
La Salle Garage Co., W. First St.
Castendyck Brothers, 516 First St., **Stock Michelin Tires.**
- We have been told that there is a good connection between this point and Henry by way of Hennepin—crossing the river at Peru, going south about 4 miles, then west through Granville to Hennepin and south along the east bank of the Illinois River, crossing the river and meeting this route at Henry.
- Turn right on 3rd St., follow same straight ahead—meeting trolleys (from left); just after turn. Cross iron bridge (16.8 m)—(poor pavement here for a short distance).
- 17.8 1.6 Irregular 4-corners—standpipe straight ahead; turn right—leaving trolley,—to next left-hand street.
- 17.9 0.1 5th St. Turn left, running onto brick pavement through edge of
- 18.2 0.3 **PERU**—church and school on diagonal corners—business center to the left; continue straight ahead on brick pavement, leaving trolley (18.8 m), running off pavement onto old macadam a short distance, following trolleys, to
- 20.5 2.3 Right-hand road just after trolleys leave left,—(road straight ahead leads into **Spring Valley**; turn right, passing cemetery (on left—21.0 m). **Caution** for bad downgrade winding right and then left over RR. bridge (21.3 m). Cross RR. at grade just beyond;
- 21.5 1.0 Fork; turn left upgrade—(road to the right is downgrade). Follow main traveled road with good gravel, cross trolley (23.1 m), pass school (on right), bear right with road (25.1 m), running downgrade under RR. at
- 26.5 5.0 **SEATONVILLE**—mining settlement. Straight ahead under 2nd RR. bearing left upgrade, follow main travel straight ahead to

- 27.8 1.3 **HOLLOWAYVILLE**, 4-corners—2 saloons on farther right and left; turn left and next right just beyond. Continue straight ahead, to first
- 29.0 1.2 Left-hand road; turn left to first
- 30.3 1.3 Right-hand road; turn right curving left a short distance beyond—avoid road to the left (31.2 m), turning left with road (31.8 m); follow main travel on winding road, turning left (34.0 m) on ridge road running downgrade into small hamlet of
- 35.3 5.0 **BUREAU JCT.**—do not cross RR. but continue straight through on direct road to first
- 35.8 0.5 Left-hand road; turn left across trolley, RR. and iron bridge over canal, meeting Princeton-Peoria route. Straight ahead, crossing several iron bridges, jogging left and right across RR. (36.5 m) to
- 36.7 0.9 End of road; turn right, cross RR. and immediately left, pass school—(on right—37.0 m) to
- 37.7 1.0 Fork; bear left with main travel. Road is direct all the way, along foot of bluffs.
- 41.5 3.8 Jog right and left, passing school (on right—41.8 m), curving left (42.3 m), cross iron bridge and RR., turning right with road just beyond; jogging right and left over RR. bridge (43.3 m) to 4-corners at edge of
- 43.7 2.2 **PUTNAM**—church on left; turn left through small settlement, cross RR., follow telephone line, to
- 45.2 1.5 End of road; turn right with poles on straight road, pass school (on left—46.3 m), cross RRs. (47.8 m).
- 49.2 4.0 4-corners just after passing cemetery (on right)—telephone line divides; turn left curving right with RR.
- 49.9 0.7 Diagonal cross-road,—large signboard of Henry Auto Co. straight ahead; turn left, and right just beyond with main travel; cross RR. to prominent cross street just before center of town.
- 50.3 0.4 **HENRY**—business center 2 blocks ahead; turn right, bearing right at diagonal street (50.6 m), cross RR. just beyond—(station on left). Road is almost straight west for over 7 miles. Jog slightly left with telephone poles through irregular 4-corners (52.8 m); bear right with road (53.8 m), winding left up long grade; continue straight ahead past school (55.8 m)—gravel ends (57.8 m).
- 58.3 8.0 Prominent cross-road—4 mail boxes on the left; turn left pass school (on right) just beyond turn; pass church and cemetery (on left—58.7 m). Continue straight south on dirt road, turning left with same past school (on right—62.3 m), bearing right with road (63.0 m). Continue straight ahead, pass church (on left—65.8 m), pass school (on right—67.0 m), running onto good gravel road (40.6 m), shortly bearing left downgrade on winding valley road which follow across 2 or 3 small bridges, turning right around abandoned cemetery (69.6 m).

Route 41 B

Ottawa Section

- 70.0 11.7 Left-hand road; turn left with telephone poles, cross iron bridge (70.7 m), running up slight grade, cross RR. (71.1 m).
- 71.8 1.8 Prominent 4-corners at edge of town; turn left, cross RR. (station on left), to center of
- 72.0 0.2 **CHILLICOTHE**, park on right; turn right around park; straight through town.
- 72.8 0.8 Jog right and next left, avoiding RR. crossing, follow along close to tracks, to end of road at
- 74.9 2.1 **Rome Station** (on right). Turn right across tracks, curving left and right with road just beyond; follow straight road between two cemeteries; pass church (77.5 m).
- 78.0 3.1 4-corners—school on right; turn left, follow telephone line past school and church (79.9 m).
- 82.1 4.1 Jog left and right around brick school; straight through **Mossville** (82.3 m).
- 82.5 0.4 End of road; jog left and immediately right, running along RR. tracks, past school (on right—86.4 m); past amusement park (on left—87.4 m), picking up trolley line, follow same.
- 88.9 6.4 Jog right and immediately left with trolley onto North Adams St., follow same on brick pavement to
- 90.0 1.1 **Jefferson St.**—Avery Mfg. Co. on left; bear right, crossing RR. (90.5 m). Straight ahead to Court House (on left).
- 91.8 1.8 **PEORIA**, Main & Jefferson Sts.

The National Hotel, north side of Court House.

Turnbull Garage, 221 S. Madison Ave.

Fisher Buggy Co., 125 So. Wash. St., **Stock Michelin Tires.**

Turnbull Garage, 225 So. Madison St.

For city map, see page 162. For diverging routes, see **Index map**, page 150.

For through connections, see **Trunk-line Index map**, front of book.

Route 41B—Ottawa to Peoria, Ill.—84.3 m.

Route map, page 133

Reverse route, No. 61B

Via Streator, Wenona, Lacon and Chillicothe. Gravel to a few miles south of Streator, from which point to Chillicothe it is almost entirely a dirt road, good in dry weather but liable to be very bad after heavy rains.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 132.)

- 0.0 0.0 **OTTAWA**, Madison & LaSalle Sts.

From Court House (on left) go south on LaSalle St., crossing long iron bridge over Illinois River.

- 0.3 0.3 Immediately after leaving bridge, turn left upgrade, curving right with trolley.

- 0.8 0.5 At brick school on farther left turn left 2 blocks, then right, going straight south out of town; cross RR.

4

SALES of the Warner Auto-Meter, "The Aristocrat of Speed Indicators," doubled in 1910 and it looks like they would double again in 1911. Quality always wins in the long race.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

(3.3 m), running downgrade over iron bridge (3.8 m), keeping straight ahead on direct road past **Grand Ridge** over to the left (7.7 m). **Caution** for short winding downgrade (12.7 m); same thoroughfare becomes Bloomington St., which follow with trolley across RR. track (15.7 m) to center of

15.8 15.0 **STREATOR**, Main & Bloomington Sts.

Keep straight ahead with trolley on Bloomington St. for about 1 block, where bear right downgrade across iron bridge, jogging left and immediately right (16.4 m).

16.5 -0.7 At Jefferson School (on right) turn right.

16.7 0.2 End of road; turn left, crossing RR. (17.0 m); keep straight ahead for 4 miles.

21.0 4.3 4-corners; brick school on left, church on right; turn left 1 mile.

22.0 1.0 4-corners; turn right for almost 1 mile.

22.9 0.9 Irregular 4-corners; turn left, crossing RR. (24.2 m).

25.0 2.1 4-corners; turn right across RR. (27.6 m).

28.9 3.9 End of road; turn left, recrossing RR. (29.3 m).

29.9 1.0 4-corners; turn right, meeting telephone poles, jog slightly left and immediately right at brick school (30.9 m); cross RR. just beyond.

31.1 1.2 Turn left along tracks to center of

31.3 0.2 **WENONA**. Straight ahead along tracks.

31.5 0.2 Just after passing small garage (on right) turn right, passing church (on left).

32.3 0.8 End of road; turn left $\frac{1}{2}$ mile.

32.8 0.5 4-corners; turn right with main travel across RR. (33.8 m). **Caution** for dangerous RR. (37.3 m).

37.8 5.0 End of road; jog right and immediately left.

40.8 3.0 Fork immediately beyond small bridge; bear left with telephone poles, following main travel with right and left turns.

41.4 0.6 Left-hand road; turn left to first

41.6 0.2 Turn right, going straight through **VARNA**; cross RR. (41.8 m), recrossing same (42.0 m) to

42.3 0.7 End of road; turn right, going straight ahead on direct road to center of

51.8 9.5 **LACON**. Keep straight ahead through town across RR. at station, crossing long wooden bridge (52.1 m—toll 20c), running off of bridge onto built-up road over low lands to small town of

53.2 1.4 **SPARLAND**. Just after crossing tracks at station turn left over iron bridge and right immediately beyond, leaving river road; follow winding road across several small bridges and up rather rough steep grade (55.2 m).

56.8 3.6 4-corners; turn left, meeting Route No. 41A; keep straight ahead, running onto gravel road; follow same downgrade (60.6 m) through small picturesque valley, meeting river road from the left (61.7 m); curve right,

- bearing left short distance beyond, cross iron bridge (62.9 m), straight ahead upgrade across RR. (63.2 m).
- 64.0 7.2 Turn left with main travel across RR. at station to
- 64.1 0.1 **CHILLICOTHE**. Park on right. Turn right around park, going straight out of town.
- 65.0 0.9 Just after road curves right turn left along tracks to
- 67.1 2.1 **ROME STATION**. Turn right across tracks, curving left and right with road, keeping straight ahead.
- 70.3 3.2 4-corners; school on right; turn left, straight ahead.
- 74.5 4.2 End of road; jog left and right around school through small town of **Mossville** (74.7 m), jogging left and right again with road at edge of town, keeping straight ahead along RR., picking up trolley at amusement park (80.1 m).
- 81.4 6.9 End of road; jog slightly right and left into Adams St., which follow with trolley.
- 82.6 1.2 Fork; trolley tracks divide; bear right into Jefferson St., straight ahead across RR. (83.0 m) to Court House,
- 84.3 1.7 **PEORIA**, Main & Jefferson Sts.

The National Hotel, north side of Court House.

Turnbull Garage, 221 S. Madison Ave.

Fisher Buggy Co., 125 So. Wash. St., Stock Michelin Tires.

For city map, see page 162. For diverging routes, see Index map, page 150.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 42—Ottawa, Ill., to Davenport, Ia.—106.1 m.

Route map, page 98

Reverse route, No. 523

Via Princeton, Ill. Good gravel to Princeton, with generally good dirt and stretches of gravel the remaining distance.

Latter part of this route, from Princeton to Davenport, not revised for 1910; In the main correct, but not specific at all points.

(For this and optional exits, see Ottawa city map, page 132.)

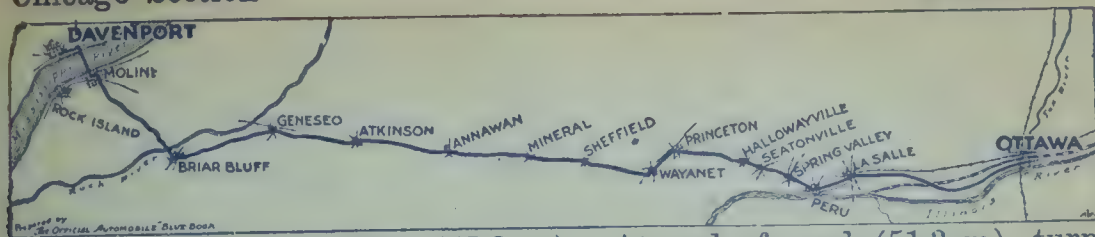
MILEAGES
Total Intermediate

- 0.0 0.0 **OTTAWA, ILL.**, Madison & La Salle Sts.—Court House.
For complete running directions on first part of this route see Route No. 41A to
- 27.8 27.8 **HOLLOWAYVILLE**, 4-corners—2 saloons on farther right and left; turn left and next right just beyond. Continue straight ahead, bearing left across iron bridge (29.3 m), up slight grade; descend grade (31.2 m), bear right, cross iron bridge, passing wood church (on left), running upgrade out of valley,
- 31.9 4.1 End of road; turn right with poles,
- 32.1 0.2 4-corners, turn left, still with poles and main travel, on direct road, pass brick school (on right—34.1 m); same thorofare becoming East Peru St., follow to
- 36.7 4.6 **Main St.** Turn left to Court House Square;
- 36.9 0.2 **PRINCETON**, Main & South Sts.

For diverging routes, see Index map, page 150.

Jog right and left on South St. around Court House, follow same street out of town on good road. Continue on direct road. **Caution** for sharp right and left turn after crossing iron bridge (42.7 m).

- 43.3 6.4 **WYANET**. Cross RR., keeping straight ahead. Cross



- canal bridge (45.2 m). At end of road (51.3 m), turn left; at first road turn right. At end of road turn left; cross RR. and turn right on Main St.,
- 52.2 8.9 **SHEFFIELD.** Keep ahead on Main St. to end of town. Jog left and follow main-traveled road, paralleling RR. to
- 57.5 5.3 **MINERAL.** Follow RR.; road is straight, paralleling tracks to Annawan (61.1 m). Follow RR.; road bears away from tracks just before reaching
- 67.3 9.8 **ATKINSON.** Keep ahead on main-traveled road. At Geneseo turn left on 1st cross-street 1 block to park. Turn right 3 blocks, center of
- 76.6 9.3 **GENESEO.** Go 3 blocks to park; turn right and follow main-traveled road, straight west to where road angles right (82.1 m). Keep right, turning left at school on first road left (82.6 m). Keep straight ahead to end of road (87.6 m); turn right to first road (87.8 m). Turn left, passing
- 88.2 11.6 **BRIER BLUFF.** Turning left, then right, keep straight west. At first well-traveled cross-road, RR. on left 300 ft., turn right (95.9 m). After crossing small bridge road turns left. At first road right, large bridge can be seen on right (97.3 m); turn right, across
- 97.7 9.5 **ROCK RIVER BRIDGE.** Keep ahead to end of road. Turn left (99.0 m). At first road on right, turn right, ascending hill, keep ahead to trolley. Turn right with trolley, which follow to center of
- 101.5 3.8 **MOLINE, 15th St. and 5th Ave.**
 Manufacturers' Hotel, 16th St. & Third Ave.
 Shallberg & Howard Garage, 1204 Fourth Ave.
 For city map, see page 868.
 Keep straight ahead on 15th St., crossing RRs.
- 101.7 0.2 Bridge over Mississippi River—give residence and state license number to government attendant, crossing bridge onto Rock Island. Avoid right-hand drive (102.1 m), keeping straight ahead with main drive, passing Government Buildings and numerous relics of the Civil War.
- 104.4 2.7 **Gate**—leaving government property—give residence and license number again. Keep straight ahead from gates a short distance and turn right, following trolleys, cross long iron bridge (with RR. above).
- 104.7 0.3 Leaving bridge cross RR. and immediately bear left with trolley into 2nd St., to center of
- 105.0 0.3 **DAVENPORT, Main & 2nd Sts.**
 Kimball Hotel Co., Perry & Fourth Sts. Klemme Auto Co., 106 Brady St.
 Iowa Auto & Tire Co., 414 Main St.
 P. C. Peterson Auto Co., 510 Main St., Stock Michelin Tires.
 For city map, see page 868. For diverging routes, see Index map, page 848.

Route 44

Ottawa Section

Route 44—Ottawa to Chicago, Ill.—88.4 m.

Route map, below

Reverse route, No. 20

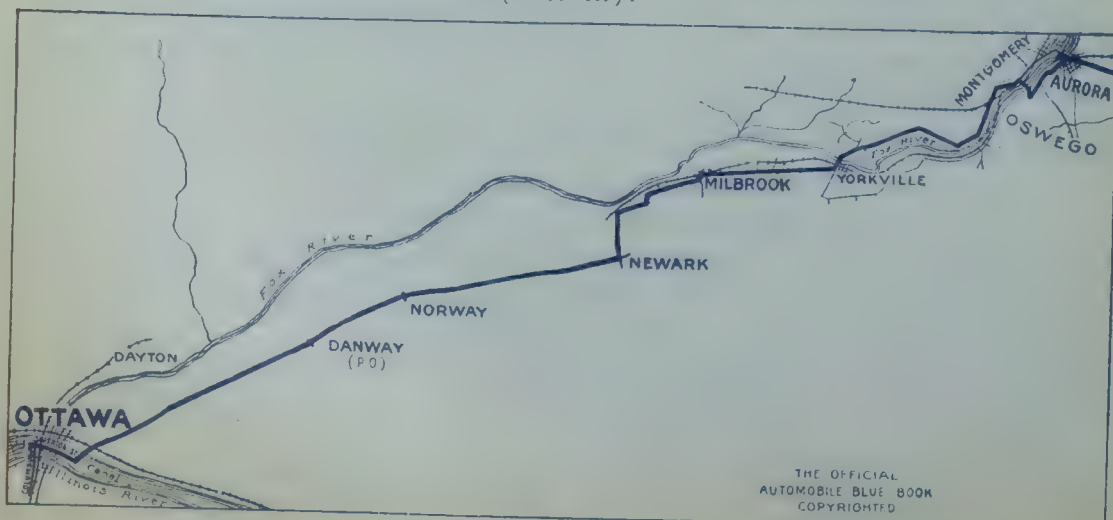
Via Yorkville, Aurora and the West Side park system; over level country on gravel practically the entire distance.

MILEAGES

Total Intermediate

(For this and optional exits, see Ottawa city map, page 132.)

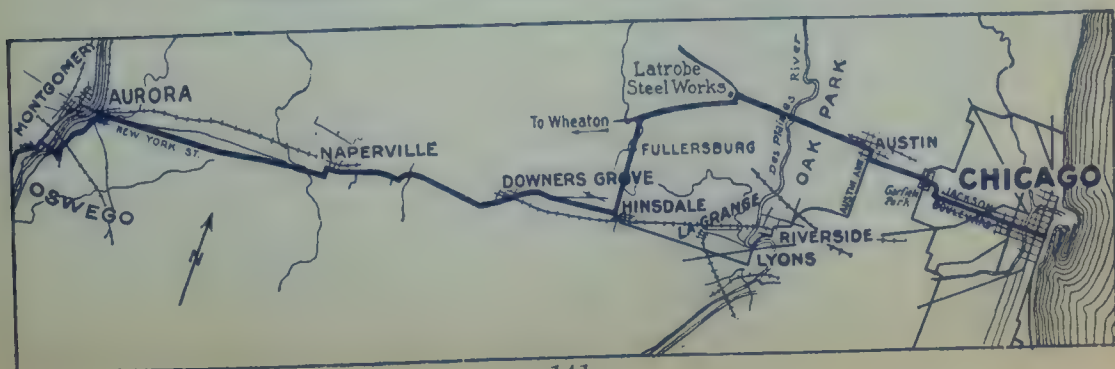
0.0	0.0	OTTAWA. LaSalle & Madison Sts., From Court House go 1 block east on Madison St.
0.1	0.1	Columbus St. ; turn left, following trolley on brick pavement past park (on left—0.4 m).
0.5	0.4	Superior St. —canal bridge straight ahead; turn right, cross bridge over Fox River (1.2 m); continue along canal; turning left over same (2.0 m), crossing RR. (2.2 m) (avoiding road to the right (2.6 m); ascending slight grade (3.2 m) follow main travel straight ahead. Avoid prominent right-hand roads (3.9 m & 5.2 m).
7.4	6.9	End of road; turn right,
9.5	2.1	3-corners; turn left, passing slate-colored barn (on right); cross iron bridge, turning right just beyond—(left-hand fork was not graveled in summer of 1909).
10.8	1.3	End of road; turn left, passing Danway postoffice (on left); caution for bad bridge (11.2 m), curving right (11.4 m), follow direct road past Norway (church on right—13.5 m);—avoid left-hand road where telephone poles turn, (13.7 m); pass school (on right—16.5 m); follow direct road, curving left and right (18.1 m).
20.0	9.2	Left-hand road at edge of Newark —church ahead on right; turn left to center of town, and then right 1 block, where bear left and next right with main travel all the way; running out of town across iron bridge (20.6 m); up long easy grade, following direct road with some turns. (Avoid road to the right 21.8 m); curve left (23.5 m), going straight through 4-corners just beyond; continue straight ahead;
25.6	5.6	End of road; turn right, crossing iron bridge just after turn; cross RR. (25.8 m) (pass road to the left leading to Plano 28.2 m); turn right with road (30.0 m), crossing RR. at Fox station (30.2 m),
30.3	4.7	Left-hand road just beyond RR.; turn left, curving left with main travel (32.9 m).



Ottawa Section

Route 44

- 33.0 2.7 Turn right, still with main travel, entering Yorkville; curve left around old Court House (33.2 m), and then right down grade to center of
- 33.4 0.4 **YORKVILLE.** Continue straight through; cross RR. and 2 iron bridges, running upgrade.
- 33.7 0.3 At first street beyond iron bridges, turn right and next left;
- 34.0 0.3 Jog right 1 block, and next left out of town,
- 34.3 0.3 Prominent right-hand road—(sign “Aurora 11.8 m”); turn right, curving left with road (34.7 m); continue straight ahead, passing iron bridge (leading into **Oswego** 39.5 m); follow trolley for a short distance, cross RR. (41.7 m);
- 42.2 7.9 End of road; turn right, cross RR. (42.5 m); bearing left just beyond to 4-corners near
- 42.8 0.6 **MONTGOMERY**—station on left. Turn right, crossing trolley.
- 43.0 0.2 End of road—saloon on left; turn left along Fox River (on right), meeting trolley from the left (44.4 m), follow same under RR. and across RR. (45.0 m).
- 45.4 2.4 **Fox St.**; turn right, crossing 2 concrete bridges to center of
- 45.6 0.2 **AURORA**, Broadway & Fox Sts.
 Downer Place Garage, Fox St. & Downer Place.
 Central Garage, 66 La Salle St., **Stock Michelin Tires.**
 City map, see page 90. Diverging routes, see page 107.
 Turn left on Broadway for 2 blocks.
- 45.8 0.2 **New York St.**; turn right, crossing RR. at station, going up short, steep grade, keeping straight ahead with trolley out of city, running onto good gravel road across RR 50.1 m), runing downgrade (54.2 m).
- 54.5 8.7 End of road; turn left.
- 54.7 0.2 **NAPERVILLE**—stone watering trough on left. Turn right, running up long, easy grade, follow direct road, curving left and right downgrade (58.0 m), keeping straight through **Downers Grove** (62.1 m). **Caution** for bad RR. crossing (62.8 m).
- 66.5 1.8 **HINSDALE**—station 1 block to the right. Keep ahead 1 block, turn left upgrade on brick pavement.
- 67.1 0.6 Jog right and left with main travel, running downgrade, straight through small town of **Fullersburg** (67.8 m), winding around old mill. **Take care not to pass.**



Route 44

Ottawa Section

- 69.8 2.7 Right-hand road; turn right on narrow but good stone road, straight through Proviso (71.2 m).
- 72.3 2.5 Jog left and immediately right through irregular 4-corners, cross RRs. (73.1 m & 75.0 m).
- 75.3 3.0 Irregular 4-corners; bear left on good macadam passing numerous cemeteries, meeting trolley, run onto brick pavement, keep straight ahead, curving left (76.8 m), crossing "3rd rail" at **Forest Park** (77.0 m).
- 77.3 2.0 **Madison St.**; turn right with trolley, straight ahead for 2 miles to end of brick at
- 79.4 2.1 **Austin Ave.**; turn left 1 block and right onto Washington Boul., which follow, taking right and left (80.4 m), entering **Garfield Park** past Refectory building (on left).
- 82.4 3.0 3-corners immediately beyond Robert Burns statue; turn sharp right, crossing trolley at Madison St.
- 82.7 0.3 At first exit out of park, bear left onto Jackson Boul., which follow straight ahead to end at Michigan Boul., route center of
- 87.4 4.7 **CHICAGO**, Michigan & Jackson Bouls.

The Stratford Hotel, Michigan & Jackson Blvds.

La Salle Hotel, La Salle & Madison Sts.

Lexington Hotel, Michigan Blvd. & 22d St.

Congress Hotel & Annex, Michigan Blvd. & Congress St.

Hotel Metropole, Michigan Blvd. & 23d St.

New Southern Hotel, Michigan Blvd. & 13th St.

Grant Park Garage, 1214 Michigan Blvd.

Owen H. Fay Livery Co., 53 Plymouth Place.

Official Garage, 33d St. & So. Park Blvd.

For city map, see page 48. For diverging routes, see pages 46 and 107.

For through connections, see **Graphic Trunk-line chart**, front of book.

Adams Brothers Co., 918 E. 43rd St.

Ajax Auto Company, 834 E. 43rd St.

Graham Automobile Co., 1616-24 Madison St.

Hayes Avenue Garage Co., 6556-58 Sheridan Road.

Homan Garage & Auto Livery, 3357 Colorado Ave.

Kastner Tire Repair Co., 2112 Michigan Ave.

Lexington Motor Co., 2015 Michigan Ave.

Manor House Garage, 1137 Hollywood Ave.

Matador Tire & Vulcanizing Co., 1400 Michigan Ave.

Rogers Park Garage, 7070 Southport Ave.

Schillo Garage, 945-7 Dekin St.

Star Garage & Machine Shop, 2253 Cottage Grove Ave.

The Boulevard Tire & Supply House, 615 Diversey Blvd.

The Mid West Motor Supply Co., 554 Jackson Blvd.

Triangle Company, 318 Garfield Blvd.

Wilson Avenue Garage, 4551 Kenmore Ave.

Wilcox Bros., 1308 Michigan Ave.

**Michelin
Tire
Stockists
in
Chicago**

WARNING TO INFRINGERS: The Courts have held that the reproduction of a peculiar inaccuracy in the text of any copyright production, together with the general appropriation of information, constitutes sufficient evidence of fraud, and is punishable under the copyright law of July, 1909, by fine or imprisonment, or both.

THE STRATFORD HOTEL

MICHIGAN AND JACKSON BOULEVARDS

CHICAGO, ILLINOIS

FAMOUS FOR ITS CUISINE

Route 45—Ottawa to Chicago, Ill.—89.2 m.

Route map, page 107

Reverse route, No. 21

Via Morris and Joliet. On good gravel or stone road practically all the way. Optional to Route No. 51 between Joliet and Chicago.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 132.)

0.0 0.0 **OTTAWA**, Main & LaSalle Sts.

From Court House (on left) go east on Main St., crossing iron bridge over Fox River, continuing straight ahead on brick pavement with trolley.

0.9 0.9 One block after brick pavement ends turn left, keep straight ahead with main travel, avoiding branch road (on right—1.1 m).

1.2 0.3 End of road; turn right along canal, turning sharp left over canal bridge, crossing RR. just beyond. **Take care not to pass first**

2.4 1.2 Right-hand road; garage sign on farther right; turn right.

3.2 0.8 Fork; bear right with telephone poles, avoiding road upgrade; follow good gravel along side of bluff.

7.7 4.5 **MARSEILLES**. Business center on right. Keep straight ahead on same street, jogging left and right (8.5 m).

8.6 0.9 Fork at foot of grade; bear left up rather long winding hill, curving right with road.

9.8 1.2 Left-hand road; old barn on right; turn left with main travel.

11.8 2.0 End of road; turn right, go straight ahead for nearly 13 miles over well-kept dirt road.

24.4 12.6 Left-hand street immediately after road curves right; turn left.

24.7 0.3 Liberty St.; turn right on stone road, crossing RR. at station in

25.1 0.4 **Morris**. Go 2 blocks beyond station, turning left 2 blocks.

25.4 0.3 Just beyond school turn left on Division St.

25.5 0.1 **Do not cross RR.**, turn right on Armstrong St., going straight out of town, crossing bridge over canal (26.4 m), curve left just beyond, jogging left and right around cemetery (26.9 m).

Route 45**Ottawa Section**

- 29.7 4.2 Turn left with main travel over high canal bridge, turning right immediately beyond; cross stone bridge, winding through woods onto gravel road. **Take care not to pass**
- 32.4 2.7 Right-hand road; RR. may be seen short distance ahead; turn right, go straight ahead across RR. (34.0 m), running downgrade, cross 3 iron bridges over canal (37.5 m)
- 37.7 5.3 **CHANNAHON.** Turn left on main street.
- 38.1 0.4 At edge of town turn right and next left with main travel, passing large school (on right); follow main road
- 47.0 8.9 End of road; turn left across canal and immediately right along tracks (on left), crossing same (48.5 m) into
- 48.8 1.8 **JOLIET**, Jefferson & Bluff Sts. Business center on right.
Steinhart-Jenson Auto. Co., 100 Cass St.
Campbell & Keeling, 106 N. Joliet St., **Stock Michelin Tires.**
For diverging routes, see **Index map**, page 107.
Keep straight ahead on Bluff St.
- 49.0 0.2 **Western Ave.**; turn left 1 block upgrade, turning right on Broadway, which follow straight out of city, crossing RR. (51.5 m). Follow direct road along top of bluff, avoiding road to the right (53.7 m) which leads to Lockport. Road is almost straight ahead.
- 61.6 12.6 Bear right, meeting heavy telephone line. Continue straight ahead for 13 miles through all cross-roads, crossing RR. (73.7 m). **Take care not to pass first**
- 74.7 13.1 Cross-road (with trolley line); saloon on farther left. Turn right, following trolley across 2 RRs. Cross 3 iron bridges over Des Plaines River and Drainage Canal, running under RR. (75.7 m) to
- 75.8 1.1 End of street; turn right 1 block to 3-corners in
- 76.0 0.2 **SUMMIT.** Bear left with one line of trolleys, follow same straight ahead on macadam road, same thoroughfare becoming Archer Ave. Cross RR. (79.6 m), running under RR. (82.8 m); pass McKinley Park (on right—83.0 m). **Take care not to pass**
- 84.3 8.3 **Thirty-First St.**, immediately after crossing iron bridge; large gas tank may be seen over to the right; turn right, curving left just beyond with trolley; continue straight on 31st St., running under RR. (85.8 m).
- 86.4 2.1 **Michigan Boul.**; turn left straight into city through Chicago's "Automobile Row," passing Grant Park (on right) to Jackson Boul., route center for
- 89.2 2.8 **CHICAGO**, Michigan & Jackson Bouls.

Hotel Metropole, Michigan Blvd. & 23d St.

La Salle Hotel, La Salle & Madison Sts.

Lexington Hotel, Michigan Blvd. & 22d St.

New Southern Hotel, Michigan Blvd. & 13th St.

The Stratford Hotel, Michigan & Jackson Bouls.

Congress Hotel & Annex, Michigan Blvd. & Congress St.

Grant Park Garage, 1214 Michigan Blvd.

Owen H. Fay Livery Co., 53 Plymouth Place.

Official Garage, 33d St. & So. Park Blvd.

For city map, see page 48. For diverging routes, see **Index map**, pages 46, 107.

Adams Brothers Co., 918 E. 43rd St.
 Ajax Auto Company, 834 E. 43rd St.
 Graham Automobile Co., 1616-24 Madison St.
 Hayes Avenue Garage Co., 6556-58 Sheridan Road.
 Homan Garage & Auto Livery, 3357 Colorado Ave.
 Kastner Tire Repair Co., 2112 Michigan Ave.
 Lexington Motor Co., 2015 Michigan Ave.
 Manor House Garage, 1137 Hollywood Ave.
 Matador Tire & Vulcanizing Co., 1400 Michigan Ave.
 Rogers Park Garage, 7070 Southport Ave.
 Schillo Garage, 945-7 Dekin St.
 Star Garage & Machine Shop, 2253 Cottage Grove Ave.
 The Boulevard Tire & Supply House, 615 Diversey Blvd.
 The Mid West Motor Supply Co., 554 Jackson Blvd.
 Triangle Company, 318 Garfield Blvd.
 Wilson Avenue Garage, 4551 Kenmore Ave.
 Wilcox Bros., 1308 Michigan Ave.

Michelin Tire Stockists in Chicago

Route 47—Streator to Kankakee, Ill.—52.7 m.

Route map, page 150

Reverse route, No. 16A

Via Dwight. On gravel road first few miles, rest of the way being mostly good dirt.

MILEAGES Total Intermediate

0.0	0.0	STREATOR , Main & Bloomington Sts. Go straight east on Main St., crossing 2 RRs. (0.8 m). Road is straight east for over 17 miles.
17.8	17.8	4-corners; school on right; turn right, leaving telephone line for 1 mile.
18.8	1.0	End of road; irregular 4-corners; turn left 1 mile.
19.8	1.0	Turn right, crossing RR. (20.3 m).
20.8	1.0	4-corners; turn left with main travel, going straight ahead to center of
23.0	2.2	DWIGHT . C. & A. station over to the right. The Livingston. Orr Bros. Garage, opposite Depot. For diverging routes, see Index map , page 150. Keep straight ahead across tracks. Road is straight east for nearly 19 miles, crossing RR. at Reddick (32.0 m) and again (33.5 m). Take care not to pass
41.8	18.8	4-corners; church and elevator $\frac{1}{2}$ mile to the left; turn left, crossing RR. at Goodrich Station (42.3 m).
42.8	1.0	End of road; turn right, continue straight east on rather poor road with some sandy spots, crossing RR. (47.4 m), running onto old stretch of stone road; follow same straight ahead to
52.6	9.8	East Ave. , immediately beyond RR. crossing; turn left around station up short grade to center of
52.7	0.1	KANKAKEE , Court St. & East Ave. Fleming & Brown Garage, 188 Station St. G. A. Fortin, 183 Station St., Stock Michelin Tires. For diverging routes, see Index map , page 150.

Routes 48 & 49

Ottawa Section

Route 48—Princeton to Peoria, Ill.—64.6 m.

Route map, page 133

Reverse route, No. 69

Via Henry and Chillicothe; mostly level country on gravel road all the way, except about 9 miles between Henry and Chillicothe.

MILEAGES
Total Intermediate

0.0	0.0	PRINCETON , Main & South Sts.—Court House Square. Jog left and right $\frac{1}{4}$ way around square on South St., running east on same street out of town;
0.7	0.7	End of street; turn right,
1.0	0.3	End of street—meeting telephone line; turn left to next
1.2	0.2	Right-hand road; turn right leaving poles, follow main travel bearing right, picking up telephone line again (1.8 m), follow same on direct road to
2.7	1.5	Left-hand road—brick school over to the right; turn left with poles to first
2.9	0.2	Right-hand road; turn right on diagonal road, still with poles, following direct road, winding to the left (4.8 m). Caution for heavy downgrade.
5.3	2.4	Left-hand road, foot of hill; turn left on gravel road, cross iron bridge just beyond, follow winding but direct road with poles, turning sharp right across iron bridge (6.7 m); passing school (on left—7.1 m), curving left along trolley and RR. (8.3 m).
8.6	3.3	Right-hand road—(road straight ahead leads to Bureau); turn right, meeting Route No. 41A from Ottawa at mileage 35.8 m. Pick up same and follow rest of the way to Peoria .

Route 49—Princeton to Sterling, Ill.—39.7 m.

Route map, page 150

Reverse route, No. 25B

Good natural road for the most part with short stretches of sand.

MILEAGES
Total Intermediate

0.0	0.0	PRINCETON , corner of South & Main Sts. From Court House (on left) go north on Main St. with trolley, crossing RR. (1.2 m). Continuing straight ahead with telephone poles where trolley ends, curving left with road at (3.0 m).
3.2	3.2	Fork; bear right with telephone poles on winding road through covered wooden bridge and passing concrete watering trough at (3.6 m).
7.0	3.8	4-corners; turn left, then going straight ahead.
10.4	3.4	4-corners; turn right.
11.4	1.0	End of road; turn left.
11.7	0.3	First right-hand road; turn right.
12.7	1.0	End of road; jog left and immediately right.
15.7	3.0	4-corners; turn left.
17.5	1.8	End of road; turn right with telephone poles.
18.3	0.8	Fork; bear right where telephone poles leave to left. Cross RR. (18.4 m).
18.7	0.4	End of road; turn left.
18.9	0.2	Prominent right-hand road; turn right with telephone poles.

Ottawa Section

Route 50

- 20.3 1.4 End of road; turn left.
- 20.9 0.6 First right-hand road; turn right. **Caution** for bad bridge (21.6 m). Cross bridge over Green River (22.6 m).
- 29.1 8.2 End of road; turn left, crossing RR. at **Van Patten Station** (30.6 m).
- 31.1 2.0 End of road; turn right, picking up telephone poles and crossing railroad at **Stone Station** (34.2 m).
- 35.1 4.0 End of road; turn left with telephone poles.
- 35.3 0.2 End of road; turn right with telephone poles.
- 36.0 0.7 Prominent 4-corners—telephone poles divide; turn left on Dixon Ave., following straight ahead over Government Canal (38.4 m) and RR. (38.8 m).
- 38.9 2.9 End of road; turn right onto First Ave., passing through center of
- 39.1 0.2 **Rock Falls.** Over 2 RRs. (39.2 m), crossing Rock River (39.4 m) and RR.
- 39.5 0.4 4-corners at intersection of First Ave. & Third St.; turn left, picking up trolley. Straight ahead one block.
- 39.6 0.1 4-corners at E. Third and Locust Sts. Turn right on Locust St. one block to center of
- 39.7 0.1 **STERLING,** Locust & E. 4th Sts.

Hotel Galt, Locust & Fourth Sts.

Johnson Garage, opposite hotel.

Western Illinois Motor Co., Locust St.

For diverging routes, see **Index map**, page 150.

Route 50—Princeton to Dixon, Ill.—42.5 m.

Route map, page 150.

Reverse route, No. 25A

Natural gravel road for the most part with some sand.

MILEAGES
Total Intermediate

0.0 0.0 **PRINCETON,** South & Main Sts.

From Court House (on left) start north on Main St., with trolley, crossing RR. where trolley ends (1.2 m), swinging left with road (1.5 m).

3.2 3.2 Fork; bear right with telephone poles, going through covered wooden bridge and passing concrete watering trough (on left—3.7 m). **Caution not to pass**

8.1 4.9 4-corners; turn right.

8.9 0.8 4-corners—school-house on far left; turn left, picking up telephone poles, passing cemetery (on right—9.3 m), avoiding road to the right leading to Kasleer; cross RR. (10.7 m), jogging right and immediately left just beyond (11.9 m), straight through Ohio (14.5 m).

14.6 5.7 End of road; turn right with poles.

15.1 0.5 End of road; turn left with poles.

16.8 1.7 End of road; turn left. **Caution not to pass**

21.1 4.3 Right-hand road; turn right, passing school-house (on right—22.4 m), crossing bridge over Green River (26.9 m), brick school-house (on left—29.3 m), crossing RR. (30.3 m).

30.8 9.7 First road to the left after crossing RR.; turn left, picking up telephone poles.

PEOPLES RESTAURANT 115 East Jefferson Street BLOOMINGTON, ILLINOIS

Motorists and Aviators Welcome

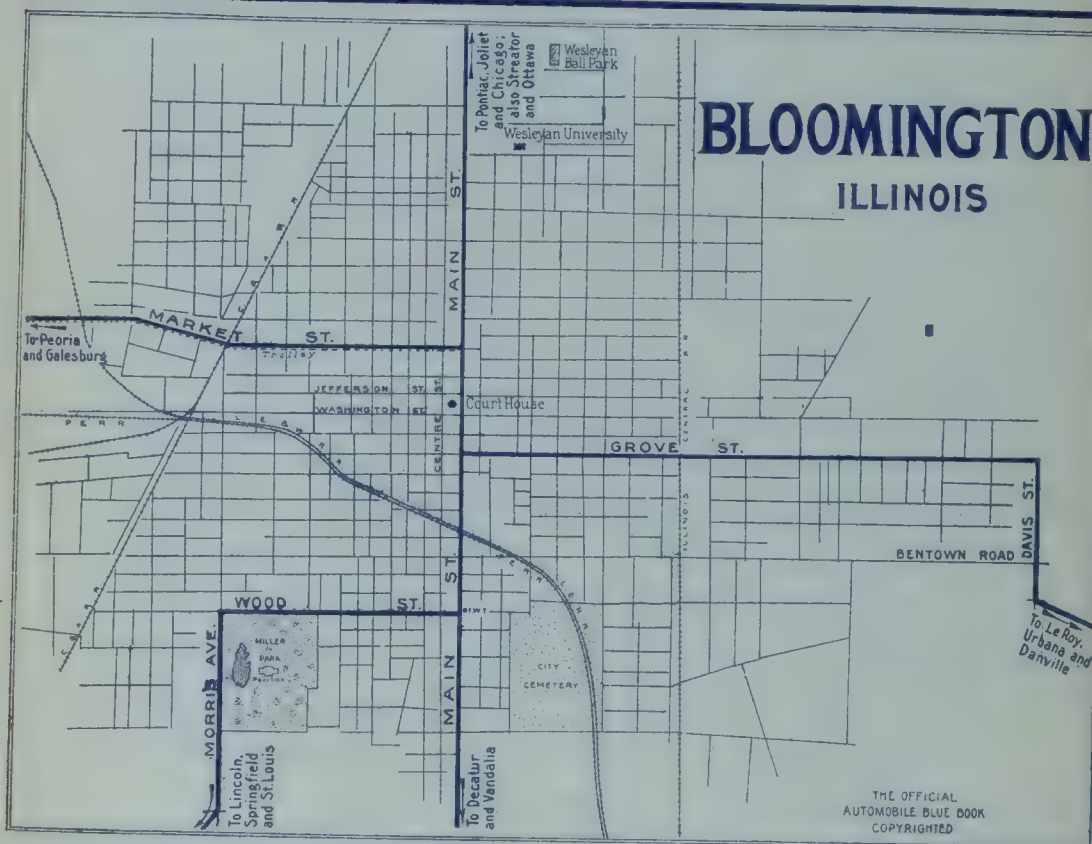
You will find good things to eat

Open 6 a. m. to 12 m.

Motorists Stop at the Official GARAGE 205-7 S. East St. Bloomington, Ill.

MURRAY & VELDE, Props.

Storage—Supplies—Machine Work—Steam Vulcanizing
AGENTS FOR NATIONAL AND BUICK



- 31.8 1.0 4-corners—church on near right; turn right with telephone line, jogging right and immediately left at school-house (34.3 m), straight ahead on main traveled road, crossing RR. (37.6 m).
- 37.7 5.9 4-corners immediately after crossing RR.; turn right on main traveled road.
- 40.0 2.3 4-corners; bear left past school-house onto Rock River Road, swinging right and left with road (40.6 m).
- 41.4 1.4 5-corners; bear left onto Lincoln Ave.
- 41.6 0.2 First St.; turn right; follow same to center of
- 42.5 0.9 **DIXON**, First St. & Galena Ave.

For city map, see page 851. For diverging routes, see Index map, page 150.

CAUTION—Always use the **INDEX TO CITIES AND TOWNS**, on pages 7 to 19, in connection with **SECTION INDEX MAPS**, for locating routes to intermediate points which are not route centers.

BLOOMINGTON SECTION

ROUTES 51 TO 60.

Route Center—The Court House at corner of Main & Jefferson Sts. has been taken as a starting point for all routes, as it not only offers a landmark easy of identification, but is practically the center of the city from a business point of view, and all hotels and garages are close by.

Points of Interest—Bloomington is a thriving manufacturing city and important railroad center.

Route 51—Bloomington to Chicago, Ill.—149.3 m.

Route map, page 150

Reverse route, No. 7

Via Pontiac, Dwight and Joliet, entering Chicago via Riverside and Garfield Park. First 2/3 of the distance about equally divided into fairly good dirt and prairie roads; the remainder practically all macadam or gravel.

MILEAGES
Total Intermediate

0.0	0.0	BLOOMINGTON , Main & Jefferson Sts., Court House on left.
		Go north on Main St., crossing iron bridge (1.2 m), cross RR. to
1.4	1.4	Fork just beyond RR,—water-trough in center; turn right, cross trolley (1.8 m), bearing slightly left
1.9	0.5	W. Beaufort St. Turn right, cross RR. (2.2 m) to
2.3	0.4	Ash St. ; turn right and left just beyond on Oak St., following main travel through Normal (suburb)
2.6	0.3	Willow St. ; turn right and left at end of street.
3.0	0.4	Turn right, following main travel, bearing left beyond RR. (3.4 m) to 4-corners at edge of
8.2	5.2	TOWANDA ; turn right through center of town to
8.4	0.2	Left-hand road; turn left and follow main travel out of town with numerous right and left jogs; turn left away from RR. (8.9 m) on direct road. Jog right and left (9.7 m); straight through irregular 4-corners (10.5 m);
11.5	3.1	End of road; turn right and follow telephone line to next
12.8	1.3	Left-hand road; turn left to next
13.5	0.7	Right-hand road; turn right with poles, following direct road across RR. (16.7 m), and iron bridge (17.2 m), curving left on winding road to end of same in
18.3	4.8	LEXINGTON , small hotel (on right); turn right through center of town to
18.5	0.2	Park; jog left and right 1/4 way around park, then left past brick school (on right)
18.8	0.3	Right-hand road—poor road straight ahead; turn right, turning left with main travel on fine road (19.2 m), cross RR. (20.0 m) and iron bridge (20.5 m);
21.7	2.9	Prominent cross-road; turn right, leave telephone line
22.5	0.8	Left-hand road—school (on left)—RR. straight ahead, turn left, passing elevator (on right—23.0 m), follow straight road along C. & A. tracks to
26.9	4.4	4-corners; turn right across RR. and next turn left around lumber yard to center of

Illinois Index Map



The numbers on routes refer to corresponding route numbers shown at top of page. Numbers in circles refer to page number of city map at head of section.

THE LIVINGSTON HOTEL

DWIGHT, ILLINOIS

American Plan Absolutely Fireproof and Up-to-Date in Every Particular

THE LESLIE E. KEELEY COMPANY, Proprietors

Gasoline

Supplies

ORR BROTHERS' GARAGE

East Side of Track, opp. C. & A. Station

Dwight, Ill.

Storage, 50c Per Night. Open Day and Night
FIREPROOF BUILDING WITH MODERN EQUIPMENT

27.2 0.3 CHENOA.

L. J. Schultze, Stock Michelin Tires.

Continue straight through for one block, cross RR. to

- 27.3 0.1 Right-hand road—immediately beyond RR., turn right
- 27.5 0.2 4-corners; turn left, shortly running along RR.
- 28.2 0.7 Right-hand road; turn right away from tracks
- 30.0 1.8 Prominent crossroad, cemetery on farther left; turn left
crossing wooden bridge just beyond; jogging right and
immediately left. Straight through irregular 4-corners,
following winding but direct road;
- 33.0 3.0 End of road—school on left; turn right, crossing long
wooden bridge, continue straight ahead;
- 35.0 2.0 4-corners—church on farther left—school on left; turn
left, jog left and immediately right straight through ir-
regular 4-corners (38.0 m), running along RR. track, to
- 39.9 4.9 Prominent right-hand street just beyond; cross branch
tracks; turn right to
- 40.1 0.2 Left-hand street,—Reform School on right; turn left,
cross iron bridge (40.6 m) to park,

Route 51**Bloomington Section**

- 40.7 0.6 **Washington St.** Turn right, passing park (on left) to Court House center of
- 41.1 0.4 **PONTIAC**, Main & Washington Sts.
Imperial Hotel, Livingston & Chicago Sts.
Central Garage, 1 block from hotel.
Turn left around court house on Main St., follow trolley on brick pavement, to
- 41.7 0.6 **Indiana St.**—High School on farther right; turn right,—leaving trolley;
- 41.9 0.2 Left-hand street; just after passing small white school (on right); turn left cross RR. following main travel—(trolley comes in from the left just after turn); cross RR. (42.2 m)
- 42.5 0.6 Fork just beyond trolley crossing; RR. straight ahead; curve right between RR. and trolley to
- 44.2 1.7 End of road; turn left across RR. and immediately right, passing school (on left), follow direct road to
- 45.5 1.3 4-corners; turn right, curving left with road (46.3 m)
- 46.7 1.2 Right-hand road; turn right and next left—avoiding RR. to **Cayuga Station**; follow along close to tracks, cross iron bridge (47.1 m); same thoroughfare becoming Front St.
- 51.9 5.2 **ODELL.** At end of street just after passing station (on right) jog left and immediately right, taking right fork and then left fork (52.1 m)—avoiding RR. crossing; follow direct road close to tracks, straight ahead to end at
- 59.6 7.7 **Washington St.** Turn left and next right to Prairie St., and RR. tracks, center of
- 59.9 0.3 **DWIGHT.**
The Livingston.
Orr Bros. Garage, opposite Depot.
(For diverging routes, see **Index map**, page 150.)
Turn left on North Prairie St.
- 60.3 0.4 End of street; jog left and next right, cross RR. (60.5 m)
- 61.2 0.9 End of road; turn left and next right, follow straight road north, cross RR. (70.0 m), passing **Mazon** over to the right about 1/2 mile; turn right with road (72.9 m), and left (73.4 m), follow direct road, crossing long iron bridge over Illinois River (78.8 m)
- 78.9 7.7 **Washington St.** turn right 3 blocks to Court House, center
- 79.2 0.3 **MORRIS**, Liberty & Washington Sts.
For diverging routes, see **Index map**, page 107.
Straight through on Washington St. to
- 79.3 0.1 **Division St.**; turn left to
- 79.8 0.5 3-corners—elevator on left; **do not cross RR.**, turn right straight through diagonal crossroad (80.6 m), cross

SPECIAL NOTICE: The entire contents of this volume is protected by U. S. copyright, vested in the **Automobile Blue Book Publishing Company**. All reproductions of maps or text are absolutely prohibited, and infringers will be vigorously prosecuted under the law of July, 1909, which makes such act a felony punishable by fine or imprisonment, or both.

Bloomington Section

Route 51

- right around cemetery (81.2 m). (Road has some sandy spots for a short distance). Curve left with road, cross wooden bridge over canal (85.0 m),
- 85.1 5.3 End of road; turn right, cross old stone bridge, follow direct but winding road across RR. (87.2 m), winding through woods (88.0 m) to
- 90.0 4.9 End of road; curve right running under RR. (92.0 m), pass elevator (on right) to center of
- 92.4 2.4 **MINOOKA**—4-corners; turn square left, cross RR. (93.0 m)
- 93.4 1.0 End of road; turn right, cross RR. (93.6 m)
- 95.8 2.4 Left-hand road; turn left away from RR.
- 97.3 1.5 4-corners; turn right, cross iron bridge
- 98.5 1.2 End of road; turn left, follow winding but direct road past Troy roadhouse (on right 100.5 m); cross RR. (103.2 m) to
- 105.3 6.8 **Raynor Ave.**—5-corners; road straight ahead goes down grade, turn left
- 105.5 0.2 **Western Ave.**—stone house on farther right; turn right shortly picking up trolley (from the right); follow same to Broadway (middle of grade) on edge of
- 106.3 0.8 **JOLIET**—business center straight ahead.
Steinhart-Jenson Auto. Co., 100 Cass St.
Campbell & Keeling, 106 N. Joliet St., **Stock Michelin Tires**.
 Turn left, follow direct road on fine gravel, cross RR. (108.6 m),—(avoid road to the right leading down grade to **Lockport**, 110.4 m); straight through prominent cross-road (114.2 m)—(avoid roads to the left 115.2 m & 116.2 m). Continue straight ahead with main traveled road, pass cemetery (on right—119.9 m), church and cemetery on opposite sides of the road (122.7 m), following direct road. **Take care not to pass**
- 129.4 Diagonal cross-road; turn left.
 This turn rather hard to identify, although La Grange A. C. should have signboard on farther right-hand corner—the old route ahead through Riverside is in very bad condition.
 After making turn north keep straight ahead on 5th Ave to center of
- 131.9 2.5 **LA GRANGE**. Keep straight ahead across RR. direct.
- 134.2 2.3 Immediately after passing road on left, turn right around river bank, crossing RRs. (135.0 m & 136.9 m). **Take care not to pass first**
- 137.2 3.0 4-corners; bear left on good macadam, passing numerous cemeteries, meeting trolley; run onto brick pavement, keep straight ahead, curving left (138.7 m), crossing “3d rail” at **Forest Park** (138.9 m).
- 139.2 2.0 **Madison St.**; turn right with trolley, straight ahead for 2 miles to end of brick at
- 141.3 2.1 **Austin Ave.**; turn left 1 block and right onto Washington Boul., which follow, taking right and left (142.3 m), entering **Garfield Park**, past Refectory Building (on left).

Route 54

Bloomington Section

- 144.3 3.0 3-corners immediately beyond Robert Burns statue; turn sharp right, crossing trolley at Madison St.
- 144.6 0.3 At first exit out of park, bear left onto Jackson Boul., which follow straight ahead to end at Michigan Boul.,
- 149.3 4.7 **CHICAGO**, Michigan & Jackson Bouls.

Congress Hotel & Annex, Michigan Blvd. & Congress St.

La Salle Hotel, La Salle & Madison Sts.

New Southern Hotel, Michigan Blvd. & 13th St.

Lexington Hotel, Michigan Blvd. & 22d St.

The Stratford Hotel, Michigan & Jackson Bouls.

Hotel Metropole, Michigan Blvd. & 23d St.

Official Garage, 33d St. & So. Park Blvd.

Grant Park Garage, 1214 Michigan Blvd.

Owen H. Fay Livery Co., 53 Plymouth Place.

For city map, see page 48. For diverging routes, see Index map, page 46, 107.

Adams Brothers Co., 918 E. 43rd St.

Ajax Auto Company, 834 E. 43rd St.

Graham Automobile Co., 1616-24 Madison St.

Hayes Avenue Garage Co., 6556-58 Sheridan Road.

Homan Garage & Auto Livery, 3357 Colorado Ave.

Kastner Tire Repair Co., 2112 Michigan Ave.

Lexington Motor Co., 2015 Michigan Ave.

Manor House Garage, 1137 Hollywood Ave.

Matador Tire & Vulcanizing Co., 1400 Michigan Ave.

Rogers Park Garage, 7070 Southport Ave.

Schillo Garage, 945-7 Dekin St.

Star Garage & Machine Shop, 2253 Cottage Grove Ave.

The Boulevard Tire & Supply House, 615 Diversey Blvd.

The Mid West Motor Supply Co., 554 Jackson Blvd.

Triangle Company, 318 Garfield Blvd.

Wilson Avenue Garage, 4551 Kenmore Ave.

Wilcox Bros., 1308 Michigan Ave.

**Michelin
Tire
Stockists
in
Chicago**

Route 54—Bloomington, Ill., to Lafayette, Ind.—117 m.

Route map, page 150

Reverse route, No. 280

Via Gibson City, Paxton, Hoopeston, Ill., and Oxford, Ind. Level country practically all the way, on fairly good dirt roads to Hoopeston, with some short stretches of gravel. From Hoopeston to Lafayette gravel all the way.

Blue Book cars were unable to cover this route during the fall of 1909, but gathered the following information from local authorities, feeling that it would be of value to those locally unacquainted with the territory. This route is almost due east and is a straight road for a larger part of the distance.

MILEAGES

Total Intermediate

0.0 0.0 (For this and optional exits, see Bloomington city map, page 148.)

BLOOMINGTON, Main & Jefferson Sts.

From Court House go north on Main St. to

- 0.5 0.5 **Empire St.**; turn right and follow straight road for 28 miles—avoiding all cross-roads;
- 28.5 28.0 End of road; turn right with main travel for about 1½ miles.
- 30.0 1.5 Turn left, shortly running onto gravel, which follow straight east through northern edge of **Gibson City**. Road is parallel to L. E. & W. tracks, which are about ¼ mile south. Follow main traveled road to northern edge of
- 48.0 18.0 **PAXTON**. Continue straight ahead on direct road with main travel, passing numerous small towns over to the right (located on RR.); straight ahead into

Bloomington Section

Route 55

- 71.0 23.0 **HOOPESTON, ILL.**; turn left (north).
 Hoopeston Automobile Co., Stock Michelin Tires.
- 72.0 1.0 End of road just north of town; turn right with main
 travel through **Ambia** (79.2 m), bearing left along RR.
- 82.0 10.0 **TALBOT, IND.** Go straight ahead on main traveled road
 across RR. just beyond town direct to
- 86.0 4.0 Prominent 4-corners; turn left, crossing RR. in town of
- 87.0 1.0 **BOSWELL.** Turn right and parallel L. E. & W. RR. and
 cross C. E. & I. RR. (98.0 m) to center of
- 96.8 9.8 **OXFORD.** Continue straight through, cross RR. (98.9
- 104.1 7.3 End of road; turn right.
 End of road; turn left, and next right, following main
 travel on straight road alongside RR.
- 106.4 2.3 **OTTERBAIN**; turn left away from RR. for 2 miles.
- 108.4 2.0 Irregular 4-corners; turn right, curving left just beyond,
 with main travel to end of road at
- 108.5 0.1 **MONTEMORENCI.** Turn across RR. at station.
- 108.6 0.1 End of road; turn left and right just beyond, following
 main travel; pass brick school (on right), curving left
 just beyond, pass church (on right)—avoid road to the
 left (108.9 m)—follow direct road across RR. (114.2 m),
 curving left with main travel (114.4 m) (trolley comes in
 from the left—115.7 m); follow same past Purdue Uni-
 versity buildings, bearing right with trolley on Main St.
 (116.2 m); cross long iron bridge over Wabash River.
- 117.0 8.4 **LAFAYETTE,** Main & 4th Sts.

St. Nicholas Hotel, Main & Second Sts.

Star Garage, 247 Main St. Levee.

Lafayette Auto Co., 110 Fifth St.

Red Wharf Co., West End Main St. Bridge, Stock Michelin Tires.

For city map, see page 535. For diverging routes, see Index map, page 507.

For through connections, see Trunk-line Index map, front of book.

Route 55—Bloomington to Champaign, Ill.—54.5 m.

Route map, page 150

Reverse route, No. 86

Via Leroy and Farmer City. Good natural road with small stretches of gravel.

This route as a whole not revised for 1911; in the main correct, however, and we believe tourists will have no trouble in following same.

MILEAGES
 Total Intermediate

(For this and optional exits see city map, page 148.)

- 0.0 0.0 **BLOOMINGTON,** Main & Washington Sts. Go east on
 Washington St., cross RR. (foundry on right); turn right
 on first street beyond RR.—McClun St.—(0.7 m); con-
 tinue to end of street and turn left (1.5 m); then turn
 right on first road (1.6 m); cross RR. (3.1 m). At forks
 just beyond RR. bear left; continue ahead on winding
 road, bearing left (7.1 m); cross bridge (9.2 m); bear
 right, passing red brick school (on right); at frame
 church just beyond (9.5 m) turn left.
- 9.5 9.5 **DOWNS.** Straight on to end of road (11.2 m); turn
 right,—road bears left (11.4 m). Continue straight ahead
 to within 1 block of end of street, where turn right 1
 block across RR. to

Route 57

Bloomington Section

16.8 7.3 **LE ROY.** At first street after crossing RR., turn left, keeping ahead and bear right on main traveled road (17.4 m); at first corner turn left. Straight on, bearing right across bridge, and left at RR. Continue to Grain Elevator ahead; turn left (23.4 m); at first road turn right; keep ahead to RR. and depot; cross RR. and immediately turn left (26.3 m); continue to Grain Elevator (on left), and bear right across 2nd RR. Pass coal office (on right); follow main traveled road; turn right at city park on Main St.

27.0 10.2 **FARMER CITY.**

Farmer City Auto Co., Main Street, Stock Michelin Tires.

Continue to first road (on left); turn left (27.1 m). Cross bridge (27.4 m). At forks (bridge ahead on right), bear right across bridge, and continue on to elevator and store ahead at RR.; turn left across RR. and immediately bear right; follow poles (34.4 m), turning right; at RR. turn left. Continue, paralleling RR., making a jog across tracks at

36.4 9.4 **MANSFIELD.** After crossing 2nd RR. at depot, continue 3 blocks and turn right; keep ahead, making small jog left. At cemetery (on left) turn left (38.0 m); continue on straight road to

44.0 7.6 **MOHOMET.** Straight through town, bearing right across bridge (44.1 m); at forks beyond bridge keep ahead; at (47.8 m) road bears right and turns left; at (49.0 m) bear right and turn left; jog right (51.3 m); continue ahead, bearing right to end of road; turn right on State St., cross RR. and continue straight ahead to

54.3 10.3 **Church St.,** park on right; turn left 1 block to center of

54.5 0.1 **CHAMPAIGN.**

Twin City Motor Co., 103 West Hill St., Stock Michelin Tires.

For city map, see page 207. For diverging routes, see Index map, page 150.

Route 57—Bloomington to Springfield, Ill.—78.1 m.

Route map, page 150

Reverse route, No 81

Via Lincoln and Riverton; mostly through level country on fairly good dirt roads in dry weather, but very bad in wet weather.

Descriptive Outline—Leaving the city, we pass by Miller Park, with its lake, pavilion and other facilities for amusement. Continuing, follow closely the line of the Chicago & Alton through a very rich farming district. **Lincoln**, laid out as a town in 1853, is the only town in the United States named for Abraham Lincoln during his lifetime with his full consent and acquiescence before he had acquired fame in either the state or nation. In those years Lincoln was a lawyer at Springfield, "riding the circuit," and as such drafted and secured the charter for the town. Lincoln opened his first office for the practice of law in the old Court House, which is still standing. Lincoln College, a Presbyterian institution, founded in 1855, is located here, also the Lincoln State School and Colony for Feeble-minded Children. Three large coal mines are situated near the city. South of Lincoln, at **Elkhart**, is the site of the first settlement in Logan County. Gov. Richard J. Oglesby, three times governor of Illinois and former United States senator, formerly lived here. The old homestead is still standing on the hill.

MILEAGES
Total Intermediate

0.0 0.0 **BLOOMINGTON**, Main & Jefferson Sts., Court House on right;

Go south on Main St., cross RR. (0.4 m)

- 0.6 0.6 **Wood St.**—iron watertrough on left; turn right on brick pavement to farther side of large amusement park.
- 1.3 0.7 **Morris Ave.**; turn left around park—(asphalt pavement for a short distance)
- 2.1 0.8 6-corners; bear right on middle road with telephone line. on direct road
- 4.5 2.4 Right-hand road—poor road straight ahead; turn right with poles, curving left along RR. (4.9 m), to
- 6.8 2.3 **SHIRLEY**—station on right; continue straight ahead along tracks, bearing left away from same (9.6 m), crossing iron bridge (9.9 m)
- 14.1 7.3 End of road; turn right, follow straight road running onto macadam (17.1 m); straight ahead following telephone poles,—pass macadam road to the right (18.1 m) leading into **McLean**. Continue ahead on dirt road, cross RR. (18.3 m) to
- 20.5 6.4 Left-hand road; turn left with 4-arm telephone poles; turn left crossing RR. (22.9 m), straight through 4-corners (24.0 m)—road to the right leads into **Atlanta**;
- 25.0 4.5 End of road; turn right still with poles, cross small concrete culvert, running down grade;
- 25.7 0.7 4-corners; turn left up slight grade, follow direct road south jogging left and right with road (26.8 m);
- 27.3 1.6 Jog left and immediately right, curving left around farmhouse (27.5 m), cross 2 iron bridges (28.0 m), pass white church (on left 28.2 m); turning right with road (28.3 m) and left a short distance beyond
- 32.6 5.3 Prominent crossroad—white school (on left); turn right—meeting telephone line, cross RR. (39.3 m)
- 39.4 6.8 Irregular 4-corners; curve left with poles to next
- 39.6 0.2 Right-hand road; turn right for 2 blocks, to
- 39.7 0.1 **McLean St.** Turn left, continue straight ahead past park (on right) to Court House, center of
- 40.1 0.4 **LINCOLN**, Main & McLean Sts.
New Commercial Hotel, opposite station.
Turn right on Main St., pass Court House (on left) cross RR. to
- 40.2 0.1 **Sangamon St.**—immediately beyond RR.; turn left along tracks bearing right with street just beyond onto 3rd St., which follow straight ahead, across trolley (409 m) to
- 41.2 1.0 End of street; turn left—meeting telephone line, following same straight ahead, cross RR. on brick road, passing State Hospital (on left), cemeteries on both sides of the road (42.0 m) (brick, ends just beyond). **Caution** for

5

THE unbreakable Driving Shaft of the Warner Auto-Meter, "The Aristocrat of Speed Indicators," wipes out all shaft troubles. This makes the Warner absolutely trouble proof.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 57

Bloomington Section

- heavy down grade, curving right and left through covered wooden bridge at bottom (42.2 m)
- 42.5 1.3 Fork; bear right with poles, curving left just beyond.
- 43.3 0.8 Right-hand road; turn right, still with poles, to
- 44.3 1.0 Left-hand road; turn left with poles, and right with road (45.2 m).
- 47.5 3.2 4-corners—telephone poles divide; turn square left to
- 48.5 1.0 End of road; turn right to
- 49.7 1.2 End of road; turn left, still with poles; continue straight ahead (pass right-hand road 52.6 m,—where 4-arm telephone line turns)—follow 2 smaller lines on direct road; curve left (54.5 m) cross RR. past grain elevator on left at
- 54.6 4.9 **ELKHART**—station on right; continue straight ahead, cross trolley.
- 54.7 0.1 End of street; turn right, passing brick school (on left) to
- 60.2 5.5 End of road; turn right with telephone poles to next
- 60.7 0.5 Left-hand road; turn left, still with poles, passing school (on right 61.2 m); straight ahead over grass-grown road for a short distance, running under RR. (64.3 m)
- 65.1 4.4 End of road; turn right to next
- 65.7 0.6 Left-hand road; turn left, cross small iron bridge
- 66.1 0.4 End of road; turn right, down slight grade, past cemetery (on right 66.7 m) to end of road at
- 68.1 2.0 **SPAULDING**—station across tracks; turn left—(meeting telephone line from the left 68.6 m) keeping straight ahead, cross RR. (69.3 m)
- 69.5 1.4 Right-hand road—brick school on farther right; turn right to center of
- 69.8 0.3 **RIVERTON**—4-corners; turn square left and right just beyond, following along trolley, curving left away from RR. (70.0 m), cross trolley—pass electric power station (on right); continue on direct but winding road, cross long iron bridge (70.2 m); curve sharp right with road (71.1 m) up grade past cemetery (on right); continue straight ahead, crossing trolley and RR. (72.3 m);
- 73.3 3.5 Jog left and immediately right; continue straight ahead across RR. (73.4 m), RR. and trolley (73.8 m), and RRs. (74.6 m, 75.3 m & 75.4 m); running onto brick pavement; straight ahead to farther side of state fairgrounds (on right).
- 75.9 2.6 **8th St.** Turn left on brick pavement, cross RR. (76.7 m)
- 76.9 1.0 **Grand Ave.**—brick pavement (dirt straight ahead); turn right 3 blocks to
- 77.2 0.3 **5th St.** Turn left, cross RRs. (77.3 m & 77.9 m); straight ahead to Court House, center of
- 78.1 0.9 **SPRINGFIELD**, Washington & 5th Sts.

St. Nicholas Hotel, Jefferson & Fourth Sts.

Auto Inn, 513 S. Fourth St.

Springfield Garage Co., 104-108 E. Washington St.

Capital Auto Co., Stock Michelin Tires.

For city map, see page 192. For diverging routes, see Index map, page 150.

For through connections, see Trunk-line Index map, front of book.

Route 59—Bloomington to Peoria, Ill.—43.3 m.

Route map, page 150

Reverse route, No. 63

Via Danvers and Mackinaw. Follow the trolley and Big Four tracks very closely all the way to Mackinaw. Over good roads practically all the way, with quite a good deal of gravel.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 148.)

- | | | |
|------|-----|---|
| 0.0 | 0.0 | BLOOMINGTON , Main & Jefferson Sts. |
| | | From Court House (on left) go north 2 blocks on Main St. |
| 0.2 | 0.2 | Market St. ; turn left with trolley, running straight out of city under RR. (0.7 m), crossing RR. (1.2 m), running up long grade just beyond. |
| 3.1 | 2.9 | Avoid poor road to the left, keeping right with telephone poles. |
| 4.2 | 1.1 | Jog right and left with main travel and poles. |
| 4.4 | 0.2 | Fork; school in center; bear right still with main travel, going straight ahead over rolling country, running upgrade across trolley and RR. (7.1 m). |
| 8.1 | 3.7 | End of road; turn right across RR. and trolley and immediately left, following telephone poles. Trolley comes in from the left (9.4 m); follow same straight north to center of |
| 10.4 | 2.3 | DANVERS . Go ahead from center of town 1 block, where turn right away from trolley, taking next left with main travel, curving left and right across trolley and RR. (11.9 m), recrossing RR. (12.8 m), follow good road beyond tracks for nearly 3 miles, jogging left and right across RR. (15.5 m), continuing along same to small town of |
| 16.2 | 5.8 | LILLY . At station ahead (on right) turn left 1 short block and then right, continuing with telephone poles and main travel. Jog right and left across RR. and trolley (17.8 m); trolley leaves to the right (19.6 m). Caution for dangerous RR. (19.8 m), straight ahead to center of |
| 20.1 | 3.9 | MACKINAW . Park on right. Continue straight ahead. Caution for downgrade across RR. (20.5 m), crossing trolley just beyond to first |
| 20.8 | 0.7 | Left-hand road; turn left, leaving poles, recrossing RR. Cross another RR. (21.4 m), curving right with road a short distance beyond; follow along tracks, turning left away from same (22.2 m); follow narrow winding road in river bottoms, turning right across iron bridge over Mackinaw River (23.4 m). Caution for RR. crossing (25.4 m), running upgrade to |
| 26.0 | 5.2 | End of road; turn right with main travel and next left. Caution for dangerous RR. crossing (27.1 m), straight ahead to main street of |
| 28.4 | 2.4 | TREMONT . |

Tremont Garage, Stock Michelin Tires.

Turn right straight through center of town across RR.

Route 60**Bloomington Section**

- 28.8 0.4 4-corners; old park on right; turn left, crossing RR. (29.2 m). **Take care not to pass**
- 30.9 2.1 4-corners; turn right with telephone poles, crossing RR. 31.2 m & 34.1 m) to center of
- 34.9 4.0 **GROVELAND.** Straight through small town. Road is direct through all cross-roads. **Caution** for steep downgrade (40.3 m).
- 40.8 5.9 At foot of hill turn left, curving slightly right just beyond across iron bridge and RR. to center of
- 41.1 0.3 **EAST PEORIA.** Continue straight ahead with trolley on brick pavement. Trolley leaves to the left (42.1 m). Cross RR. (42.6 m) onto long temporary wooden bridge (19.10) over Illinois River, running off of same to Bridge St., which follow upgrade for 2 blocks.
- 42.9 1.8 **Adams St.;** turn right 4 blocks to center of
- 43.3 0.4 **PEORIA,** Main & Adams Sts. Court House on left.

The National Hotel, north side of Court House.

Turnbull Garage, 221 S. Madison Ave.

Fisher Buggy Co., 125 So. Wash. St., **Stock Michelin Tires.**

For city map, see page 162. For diverging routes, see **Index map**, page 150.

For through connections, see **Graphic Trunk-line chart**, front of book.

Route 60—Bloomington to Decatur, Ill.—45.9 m.

Route map, page 150

Reverse route, No. 60R

Via Clinton and Moroa. Mostly good natural road to Moroa and gravel from there to Decatur.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 148.)

- 0.0 0.0 **BLOOMINGTON,** Main & Jefferson Sts.
Continue straight through on Main St., crossing RR. (5.3 m). Trolley leaves to the left at amusement park (1.6 m).
- 6.4 6.4 Jog left with road and take first right, following telephone poles straight south on main traveled road, **taking care not to pass**
- 10.7 4.3 Left-hand road just beyond iron bridge; turn sharp left upgrade, crossing bridge over trolley (11.1 m), turn right along same to center of
- 11.6 0.9 **HEYWORTH.** Turn left across RR. (station on left).
- 12.0 0.4 At edge of town turn right around high school playground, then left to first
- 12.2 0.2 Right-hand road; turn right.
- 13.2 1.0 End of road; turn left.
- 13.7 0.5 4-corners; turn right, follow double line of telephone poles straight south.
- 18.8 5.1 End of road; turn right, curving left just beyond.
- 18.9 0.1 Right-hand street; school on right; turn right around school for 1 block and then left to center of
- 19.0 0.1 **WAPPELLA.** Go 1 block beyond center of town and turn left, curving right with road at edge of town (19.6 m), follow telephone poles.
- 21.4 2.4 Turn right with road across trolley and RR., curving left just beyond, straight ahead to end of street, center of

24.3 2.9 **CLINTON**, Court House Square.

City Garage, 304 No. Centre St., Stock Michelin Tires.

Jog left and right $\frac{1}{4}$ way around square, turning left for 2 blocks to

24.4 0.1 **Madison St.**; brick church on farther right; turn right, straight out of town across RR. (24.9 m).

25.9 1.5 End of road; turn right across trolley, bearing left with road around school (26.2 m), continue straight south on direct road. Trolley leaves to the left (30.4 m).

31.4 5.5 End of road; turn left.

31.8 0.4 Right-hand road; trolley ahead; turn right with trolley under RR. (32.5 m) to edge of

32.9 1.1 **MOROA**. Business center 1 block to the left. Continue straight south with trolley for nearly 13 miles, same thoroughfare becoming N. Water St., which follow to

45.8 12.9 **E. Main St.**; turn right 1 block to center of

45.9 0.1 **DECATUR**, Lincoln Square.

St. Nicholas Hotel, south side of Square.

The Fireproof Garage, 1 block south of Square.

Holabird & Neal, 240 East Wood St., Stock Michelin Tires.

For city map, see page 206. For diverging routes, see Index map, page 150.

Route 60R—Decatur to Bloomington, Ill.—45.9 m.

Route map, page 150

Reverse route, No. 60

Via Moroa and Clinton. First part of the route to Moroa over good gravel. Rest of the way on largely natural dirt; excellent in dry weather.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 206.)

0.0 0.0 **DECATUR**, Lincoln Square.

Go east 1 block on Main St., turn left into Water St., and follow same straight north for 13 miles.

13.0 13.0 **MOROA**. Trolley station over to the right. Keep straight ahead out of town with trolley, under RR. (13.4 m).

14.1 1.1 End of road; turn left, leaving trolley.

14.5 0.4 Right-hand road; turn right with poles, meeting trolley again, follow same straight north, curving right around school house (19.7 m).

20.0 5.5 Left-hand road immediately after crossing trolley; turn left. Trolley leaves to the left just after turn. Keep straight ahead across RR. onto Madison St.

21.5 1.5 At brick church (on right) turn left 2 blocks to center

21.6 0.1 **CLINTON**, Court House Square.

City Garage, 304 No. Centre St., Stock Michelin Tires.

Jog right and left $\frac{1}{4}$ way around square, turning right into Center St., go straight north out of town, curving right and left with road across RR. and trolley (24.3 m), turning left with road (26.3 m).

26.6 5.0 Turn right on principal street of

26.7 0.1 **WAPELLA**. Go 2 blocks beyond center of town, where jog right and next left around school house, turning right with road.

27.1 0.4 At first left-hand road turn left, going straight north

32.2 5.1 4-corners; turn left, leaving main telephone poles.

The New National PEORIA, ILLINOIS

Opposite North Corner of Court House

Thoroughly Modern Equipment

200 rooms—100 with bath

DICK TOWNSEND, Prop.

New Telephone 1892

Old Telephone 3199

W. TURNBULL

MOTOR CARS AND MOTOR CAR SUPPLIES

221-3-5 S. Madison Avenue

Peoria, Illinois



- 32.7 0.5 Right-hand road; turn right with poles.
- 33.7 1.0 End of road; turn left, taking next right at school, curving left around play grounds to center of
- 34.2 0.5 **HEYWORTH**. Cross R.R. and 1 block beyond turn right. **Caution** for sharp left turn across narrow bridge over trolley (34.8 m).
- 35.2 1.0 **Caution** for sharp right turn at foot of grade, crossing iron bridge continue straight north.
- 39.5 4.3 End of road; turn left, curving right with road just beyond, going straight ahead; meet trolley at amusement park (44.3 m); follow same on Main St. across R.R. (45.6 m) to Court House, center of
- 45.9 6.4 **BLOOMINGTON**, Main & Jefferson Sts.

Peoples Restaurant, 115 E. Jefferson St.

Murray & Velde Garage, 205 So. East St.

For city map, see page 148. For diverging routes, see **Index map**, page 150.For through connections, see **Graphic Trunk-line chart**, front of book.

PEORIA SECTION

ROUTES 61 TO 70.

Route Center—The Court House, at the intersection of Main & Adams Sts., has been taken as the starting point for all routes, as it is a point easily identified and is practically the business center of the city, with all hotels and garages near by.

Points of Interest—Peoria, the second city in Illinois in point of population, is well-known for its extensive manufacturing interests, first among which are its distilleries, Clark Bros. probably having the largest in the world and the National Cooperage Company being the largest manufacturer of barrels in the world. The Bartholomew Company, manufacturers of the Glide automobile, are also located here. Early associations date back to the time of Marquette and Joliet, the first white visitors to this section, when they visited the present site of Peoria in September, 1673. In 1680 La Salle, Hennepin and Tonty built Fort Crevecoeur. Robert G. Ingersoll lived here and his home still stands on Jefferson street, adjoining the National Hotel. Peoria probably has one of the finest locations on the Illinois River, as the bluffs are quite high here and the river just above the city broadens out into what is known as Peoria Lake, an excellent view of which, together with a great deal of the surrounding country, may be had by taking the trip around Grand View Boul., on northeastern edge of city.

Route 61A—Peoria to Ottawa.—91.8 m.

Route map, page 164

Reverse route, No. 41A

Via Henry and La Salle. Gravel all the way except for about 9 miles between Chillicothe and Henry, making what we believe to be the best route to Ottawa (fall 1910) for all weather conditions, as there is more gravel than on any other route between these cities.

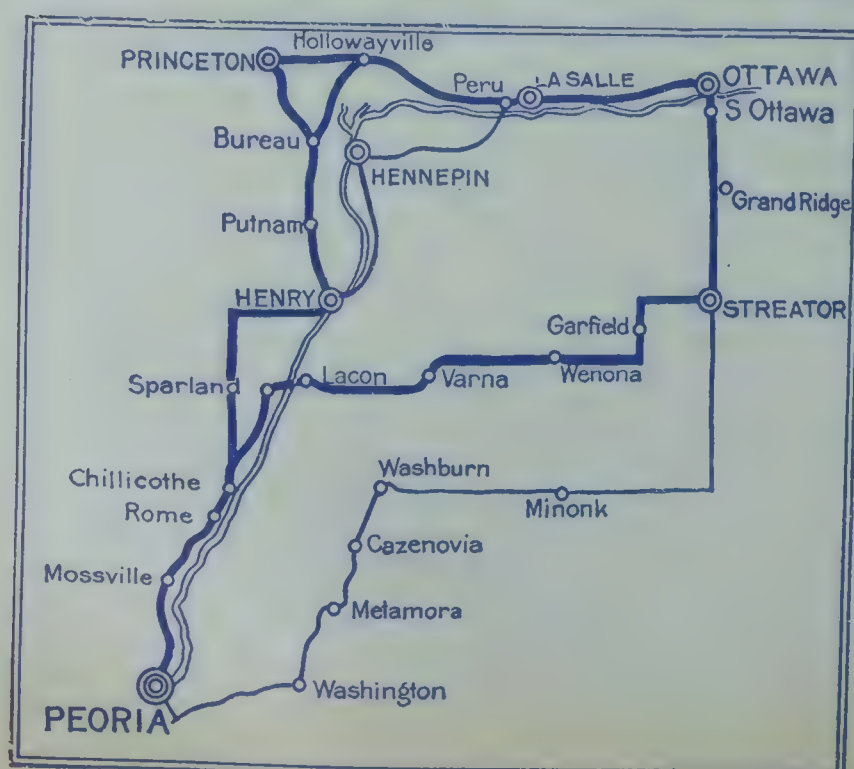
MILEAGES
Total Intermediate

0.0	0.0	PEORIA , Main & Jefferson Sts.
		Go northeast on Jefferson St., cross RR. grade (1.3 m)—picking up trolleys (1.5 m); straight ahead into and along Adams St., past Avery Manufacturing Co.
2.9	2.9	End of Adams St. at start of Grand View Boulevard; jog right and immediately left with trolley; follow same along RR. tracks past amusement park (4.3 m)—trolley ends. Pass school (on left—5.4 m).
9.3	6.4	Jog left and immediately right straight through Mossville .
9.7	0.4	Jog left and immediately right around brick school, following direct road—avoid road to the right (10.4 m); pass church and school (on left—11.9 m);
13.9	4.2	Prominent cross-road—school on farther right; turn right, pass church and 2 cemeteries (14.5 m), curving left, and right with road (16.6 m), cross RR. at
16.9	3.0	Rome Station (on left); turn left along tracks
18.0	1.1	End of road; jog right and next left, straight ahead into
19.8	1.8	CHILLICOTHE at park on left; turn left around park, cross RR.—station (on right) to next
20.0	0.2	4-corners; turn right with main travel, cross RR. (20.7 m), running down slight grade, cross iron bridge;
21.8	1.8	End of road; turn right, to abandoned cemetery (on left).
22.2	0.4	Left-hand road; turn left into narrow winding valley road; cross several small bridges; bear right up slight grade—avoid road to left (23.3 m) just after leaving valley road, running off gravel (24.0 m); straight ahead

Route 61 A

Peoria Section

- passing school (on left—24.8 m) and church (on right—26.0 m); turning left with road (28.8 m) and right (29.2 m) just after passing school house. Road is direct north, past church and cemetery (on right—33.1 m).
- 33.5 11.3 Prominent cross-road just after passing school (on left) —(4 mail boxes on right); turn right running onto gravel just beyond, follow same straight ahead past school (on left—36.0 m); shortly winding left down long grade, curving right at bottom onto direct road. Straight through irregular 4-corners (39.0 m), cross RR. (41.0 m) station (on right); bear left just beyond with main travel to Main St. of
- 41.5 8.0 **HENRY**—business center 2 blocks to the right.
We have been told that there is a good connection between this point and La Salle by way of Hennepin—crossing the Illinois River here, going north along eastern bank to Hennepin, then east through Granville, turning north about 3.5 miles beyond to Peru. Turn left, cross RR. (41.8 m), bear left just beyond;
- 41.9 0.4 4-corners; turn right curve left with road;
- 42.6 0.7 4-corners; turn right, passing cemetery (on left), cross RR. (44.0 m), pass school (45.4 m).
- 46.6 4.0 Prominent left-hand road; turn left with telephone line, cross RR. (47.9 m) to small hamlet of
- 48.0 1.4 **PUTNAM**—4-corners, just beyond blacksmith shop, turn right around frame church; jog right and left across RR. bridge (48.4 m) turning left, across RR. again (49.2 m)
- 49.4 1.4 Right-hand road; turn right, follow telephone poles past school (on left—50.0 m).
- 50.3 0.9 Jog right and left with main travel, running down winding grade (51.3 m); turn right and immediately left, cross small iron bridge (53.8 m). Straight ahead to
- 55.0 4.7 End of road; turn right across RR. turning left just be-



yond; cross several iron bridges, crossing RR. (57.3 m), and iron bridge over canal (55.9 m), RR. and trolley just beyond.

- 56.0 1.0 End of road; (Peoria-Princeton route leaves to the left), turn right along trolley into small village of
- 56.5 0.5 **BUREAU JCT.**—Avoid RR. crossing going straight through town, curving left and right upgrade follow main travel to
- 57.8 1.3 End of road, turn right and follow main travel winding road along top of bluff bearing left with road (59.4 m) and right (59.9 m).
- 61.1 3.3 Fork, bear left and keep direct—turning left (61.5 m) to
- 62.8 1.7 End of road, turn right going straight ahead to prominent left-hand road at edge of
- 64.0 1.2 **HOLLOWAYVILLE.** Turn left and immediately right through small settlement, follow direct road to
- 65.1 1.1 **SEATONVILLE**—mining town; continue straight through, bear right downgrade under 2 RRs. to
- 65.4 0.3 Fork just beyond 2nd RR. underpass; curve left upgrade, follow telephone poles on direct road—(pass road to right—66.7 m), bearing left past school (on right) just beyond; pass school (on left) and cross trolley (68.8 m)—avoiding road to right (69.9 m) leading into **Spring Valley**;—straight ahead, running downgrade bearing right across RR. (70.5 m), over RR. bridge just beyond. **Caution** for rough winding upgrade, pass cemetery (on right—70.9 m).
- 71.4 6.0 End of road; turn left—meeting trolley—follow same straight ahead on worn-out stone road—trolley leaves to the right (73.1 m), running onto brick pavement; straight ahead through northern edge of
- 73.7 2.3 **PERU**—church and school on opposite corners—business center to the right; go straight ahead,
- 74.0 0.3 End of street; turn right 1 block, and left at standpipe—meeting trolley line, follow same, cross iron bridge (75.1 m), same thorofare becomes 3rd St., which follow to Marquette St.
- 75.7 1.7 **LA SALLE**—business center 2 blocks to right.
 The Harrison Hotel, W. First St.
 La Salle Garage Co., W. First St.
 Castendyck Brothers, 516 First St., Stock Michelin Tires.
- Turn left on Marquette St. up slight grade for 2 blocks;
- 75.9 0.2 5th St. Turn right going straight out of town.
- 77.3 1.4 End of road; turn left with main travel and poles.
- 78.5 1.2 Right-hand road—small school on right; turn right with poles on direct road, turning left (80.8 m) and right (81.3 m), pass school (on right—82.8 m) to
- 82.9 4.4 4-corners—large tree in center of road; turn right.
- 83.6 0.7 End of road; turn left, leaving telephone line, follow direct road past school (on left—87.7 m); bear right downgrade, cross RR., canal bridge and trolley;

Route 61B

Peoria Section

- 88.3 4.7 End of road; turn left along trolley line, passing County Poor Farm (on right)—trolley leaves to the left (88.8 m). Continue straight ahead on fine graveled road, crossing RR. (89.7 m)—meeting trolley just beyond; same thoroughfare becomes Ottawa Ave., which follow straight ahead—trolley leaves to the left (90.4 m).
- 91.1 2.8 **Hardin St.** (just after boulevard ends). Turn left 1 block to
- 91.2 0.1 **Illinois Ave.**—meeting trolley; turn right to
- 91.4 0.2 **Clay St.** Turn left with trolleys.
- 91.5 0.1 **Main St.**; turn right, still with trolleys, crossing RR. to Court House (on left).
- 91.7 0.2 **La Salle St.** Turn left to center of
- 91.8 0.1 **OTTAWA**, La Salle & Madison Sts.

The Ottawa Garage, 709 Columbus St., Stock Michelin Tires.

For city map, see page 132. For diverging routes, see Index map, page 107.

Route 61B—Peoria to Ottawa, Ill.—84.3 m.

Route map, page 164

Reverse route, No. 41B

Via Chillicothe, Lacon, Wenona and Streator. This is dirt road practically all the way from Chillicothe to Streator. Although quite good in dry weather is bad after heavy rains.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 162.)

- 0.0 0.0 **PEORIA**, Main & Jefferson Sts.
From Court House (on right) go northeast on Jefferson St. across RR. grade (1.7 m), picking up trolleys (1.9 m), straight ahead into and along Adams St., past Avery Mfg. Co.
- 3.3 3.3 End of Adams St. at start of Grand View Boulevard; jog right and immediately left with trolley; follow same along RR. tracks past amusement park (4.7 m). Trolley ends. Pass school (on left—5.8 m).
- 9.7 6.4 Jog left and immediately right straight through **Moss-ville**.
- 10.1 0.4 Jog left and immediately right around brick school, following direct road; avoid road to the right (10.8 m), pass church and school (on left—12.3 m).
- 14.3 4.2 Prominent cross-road; school on farther right; turn right, pass church and 2 cemeteries (14.9 m), curving left and right with road (17.0 m), cross RR. at
- 17.3 3.0 **ROME STATION** (on left); turn left along tracks.
- 18.4 1.1 End of road; jog right and next left, straight ahead into
- 20.2 1.8 **CHILLICOTHE** at park on left. Turn left around park, cross RR.; station (on right) to next
- 20.4 0.2 4-corners; turn right with main travel, cross RR. (21.1 m), running down slight grade across iron bridge.
- 22.2 1.8 End of road; turn right to abandoned cemetery (on left).
- 22.6 0.4 Left-hand road; turn left into narrow winding valley road, cross several small bridges, bearing right up slight grade. Avoid road to the left (23.7 m), leaving gravel (24.4 m).

Peoria Section

Route 61 B

- 27.5 4.9 4-corners; telephone poles on all roads; turn right, running down rather steep, rough, winding grade (29.1 m). **Caution** for numerous curves over a number of bridges to end of road at
- 31.1 3.6 **SPARLAND**. Turn left over iron bridge and immediately right across RR. at station, continuing straight ahead on built-up road over river bottoms, crossing long wooden bridge (32.2 m—toll 20c), crossing RR. to center of
- 32.5 1.4 **LACON**. Keep straight ahead out of town on direct road for about 8 miles.
- 42.0 9.5 Immediately after crossing RR. turn left, recrossing tracks (42.3 m) and again (42.5 m), going straight through **Varna**.
- 42.8 0.8 End of road; turn left.
- 42.9 0.1 End of road; turn right, curving left with road just beyond and then right and left with road.
- 43.5 0.6 Turn right with poles and main travel.
- 46.1 2.6 End of road; jog right and next left. **Caution** for dangerous RR. (47.0 m), crossing another RR. (50.5 m).
- 51.5 5.4 4-corners; turn left with poles and main travel $\frac{1}{2}$ mile.
- 52.0 0.5 Turn right with main travel and poles again.
- 52.6 0.6 At RR. straight ahead turn left on Main St., center of
- 53.0 0.4 **WENONA**. Keep ahead along tracks past coal mine (on right).
- 53.2 0.2 End of street; turn right, passing C. & A. station, cross RR., jogging slightly left and immediately right (53.4 m).
- 54.4 1.2 4-corners; turn left, leaving poles, crossing RR. (55.0 m) to first
- 55.4 1.0 Right-hand road; turn right, crossing RR. (56.7 m).
- 59.3 3.9 4-corners; turn left, crossing RR. (60.1 m).
- 61.4 2.1 End of road; turn right for almost a mile.
- 62.3 0.9 4-corners; turn left 1 mile.
- 63.3 1.0 4-corners; brick school and church on right-hand corners; turn right onto gravel road which follow straight through all cross-roads, crossing RR. (67.3 m).
- 67.6 4.3 Turn right onto brick pavement.
- 67.8 0.2 At Jefferson School (on left) turn left, jogging left and right (67.5 m), keep straight ahead, crossing iron bridge; curve left up rather steep grade, meeting trolleys (68.4 m), follow same on Bloomington St. to center of
- 68.5 0.7 **STREATOR**, Bloomington & Main Sts.
For diverging routes, see **Index map**, page 150.
Keep straight ahead on Bloomington St. with trolley, crossing RR. (68.6 m) and again (69.8 m), straight ahead through all cross-roads, passing Grand Ridge over to the right (76.6 m), running downgrade (80.4 m), cross iron bridge at top of corresponding grade; cross RR.
- 83.4 14.9 At first prominent cross-street in **South Ottawa** turn left 2 blocks.

Route 63**Peoria Section**

- 83.5 0.1 **State St.**; brick school on left; turn right shortly, meeting trolley; follow same, curving left downgrade.
- 83.9 0.4 Turn right over long iron bridge across Illinois River,
- 84.3 0.4 **OTTAWA**, Madison & LaSalle Sts.

The Ottawa Garage, 709 Columbus St., Stock Michelin Tires.

For city map, see page 132. For diverging routes, see **Index map**, page 107.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 63—Peoria to Bloomington, Ill.—43.3 m.

Route map, page 150

Reverse route, No. 59

Via Mackinaw and Danvers. On good natural roads or gravel all the way. Caution should also be used for numerous RR. and trolley crossings after leaving Mackinaw.

MILEAGES

Total Intermediate

(For city map, see page 162.)

- 0.0 0.0 **PEORIA**, Main & Adams Sts.—Court House on right; go south 4 blocks on Adams St. to
- 0.4 0.4 **Bridge St.**; turn left on slight grade crossing RR. (0.5 m), running onto long iron bridge over Illinois River, leaving same, follow brick pavement direct on Washington St. to
- 2.2 1.8 **E. PEORIA**—pavement ends; continue straight ahead on Washington St., cross RR. (2.3 m).
- 2.5 0.3 Just after crossing iron bridge turn right, up rather steep grade, using caution for washouts; follow main travel straight south through all cross-roads.
- 8.4 5.9 **GROVELAND**; straight through, cross RR. (9.2 m), jogging left and right through irregular 4-corners at (9.9 m), cross RR. (12.1 m) to first
- 12.4 4.0 Cross-road; turn left with telephone poles, cross RR. (14.1 m).
- 14.5 2.1 4-corners—old park over to right; turn right, cross RR.
- 14.9 0.4 **TREMONT**.
- Tremont Garage, Stock Michelin Tires.
- Two blocks beyond RR. turn left, going straight out of town past brick school and church (on left). **Caution** for RR. (16.2 m).
- 17.1 2.2 Right-hand road; turn right with main travel and next left a short distance beyond, following telephone poles. **Caution** for down-grade across RR. (17.9 m); turn sharp left onto iron bridge (19.9 m), follow narrow winding road bearing right along RR. (21.0 m), turning left cross same (21.8 m), crossing another RR. (22.4 m).
- 22.5 5.4 End of road; turn right, crossing trolley just after turn and RR. (22.8 m), running up-grade to center of
- 23.2 0.7 **MACKINAW**—Park on left; continue straight through town. **Caution** for RR. in cut (23.5 m); pick up trolley from the left just beyond.
- 25.5 2.3 Turn right across trolley and RR., turning left with road just beyond, follow main road with poles to end of same at
- 27.0 1.5 **LILY**—cemetery over to right; turn left 1 short block and then right, continuing along RR. and trolley; turn left, cross RR. (27.8 m), road runs between trolley and RR. for some distance.

Peoria Section

Route 65

- 30.5 3.5 End of road; turn right across RR. and immediately left.
- 31.4 0.9 Turn left with road, cross trolley and RR., curving right just beyond.
- 32.5 1.1 End of road; turn right to second
- 32.7 0.2 Left-hand street—trolley comes in from the right; turn left to center of
- 32.9 0.2 **DANVERS**; continue straight through with trolley, turn right and left across tracks (33.2 m), recrossing same (33.9 m).
- 35.2 2.3 End of road; turn right, cross trolley and RR. and left immediately beyond, recrossing RR. and trolley (36.2 m); follow main travel straight ahead over rolling country.
- 39.1 3.9 Fork just after meeting road from the right; bear right, curving left with road just beyond, following main travel all the way, same thoroughfare becomes West Market St., which follow with trolley across RR. (42.1 m), under RR. (42.6 m).
- 43.2 4.1 **Main St.**; turn right to center of
- 43.3 0.1 **BLOOMINGTON**, Main & Jefferson Sts.

Peoples Restaurant, 115 E. Jefferson St.

Murray & Velde Garage, 205 So. East St.

For city map, see page 148. For diverging route, see Index map, page 150.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 65—Peoria to Springfield, Ill.—69.4 m.

Route map, page 150

Reverse route, No. 62

Via Delavan and Middletown. Over fairly good natural roads except after heavy rains.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 162.)

0.0 0.0 **PEORIA**, Main & Adams Sts.

From Court House (on right) go southwest on Adams St., 4 blocks.

0.4 0.4 **Bridge St.**; turn left downgrade, cross RR. (0.5 m), running onto temporary long wooden bridge over Illinois River; leaving bridge, cross RR. onto brick pavement which follow direct, meeting trolleys from the right (1.3 m), straight ahead to center of

2.2 1.8 **EAST PEORIA**. Leave trolleys and brick, keeping straight ahead across RR.

2.5 0.3 Just after crossing iron bridge turn right up steep and rather rough grade, going straight south on direct road through prominent 4-corners (5.7 m) and **Groveland** (8.4 m), crossing RR. (9.2 m) again (12.1 m).

15.1 12.6 End of road; jog right, taking next left, continuing south into

16.5 1.5 **DILLON**. Keep straight ahead through town. **Caution** for rather long winding downgrade, keeping right at church (18.1 m), cross bridge over Mackinaw River (18.9 m), running up winding grade out of valley. Road is straight south with main travel across RR. (23.8 m).

24.0 7.4 4-corners just after crossing RR.; turn right, running over RR. bridge (24.7 m).

Route 66**Peoria Section**

- 25.0 1.0 End of street; turn left to center of
- 25.4 0.4 **DEHAVAN**, business center. Turn right, going straight west out of town across RR. (25.8 m).
- 27.4 2.0 4-corners; school on farther left; turn left and go straight south with telephone poles, crossing RR. (30.5 m), jogging slightly left and right through 4-corners (31.8 m) to end of road at
- 36.8 9.4 Turn left with poles, taking next right just beyond; follow poles straight south, crossing RR. at **New Holland** (40.3 m), cross 4 iron bridges over Salt River (44.5 m) and immediately after crossing RR. (44.9 m) turn left along tracks, straight into
- 46.2 9.4 **MIDDLETOWN**. Turn right to park in center of town, where turn left around same.
- 46.7 0.5 End of road; turn left, curving left with road (47.5 m). Go straight south for nearly 7 miles, jogging slightly right and left with road (54.0 m).
- 54.2 7.5 End of road; turn right to next
- 54.4 0.2 Left-hand road; turn left, going straight ahead.
- 61.6 7.2 End of road; turn left with poles to first
- 61.8 0.2 Right-hand road; school on farther right; turn right. **Caution** for rather rough downgrade across 3 bridges in river bottoms (63.8 m), running up short steep grade (64.1 m).
- 64.3 2.5 End of road; turn right with poles, curving left just beyond, follow poles on direct road, running under RR. (65.7 m).
- 66.8 2.5 At farther side of State Fair Grounds turn right across RR. onto brick pavement.
- 67.2 0.4 At western edge of Fair Grounds turn left with brick pavement onto 8th St., crossing RR. (68.0 m).
- 68.2 1.0 **N. Grand Ave.** (with trolley); turn right, crossing RR.
- 68.4 0.2 **Fifth St.**; small church on right; turn left, straight ahead across RR. (68.6 m & 69.3 m) to Court House, center of
- 69.4 1.0 **SPRINGFIELD**, Washington & 5th Sts.

St. Nicholas Hotel, Jefferson & Fourth Sts.

Springfield Garage Co., 104-108 E. Washington St.

Auto Inn, 513 S. Fourth St.

Capital Auto Co., Stock Michelin Tires.

For city map, see page 192. For diverging routes, see **Index map**, page 150.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 66—Peoria to Galesburg, Ill.—53.6 m.

Route map, page 150

Reverse route, No. 73

Via Farmington and Maquon. Mostly over fairly good natural road with a few stretches of gravel or stone.

(For this and optional exits, see city map, page 162.)

- 0.0 0.0 **PEORIA**, Main & Jefferson Sts.

From Court House (on right) go northwest on Main St., curving left upgrade with trolley (0.6 m).

- 1.8 1.8 Just after passing Parkside Boul. turn right, winding downgrade.

Peoria Section

Route 67

- 2.7 0.9 Fork. Pleasant Valley road house in angle; bear left, crossing 2 RRs. at **Limestone** Station (3.4 m) just beyond, ascend rather steep winding grade (fine views of valley in the rear). Keep straight ahead. **Caution** for "S-turns" (5.8 m) and sharp right and left at foot of grade, cross narrow bridge (6.4 m). Keep straight ahead on direct road for over 14 miles, through 4-corners at **Hanna** (11.4 m) and **Trivoli** (16.5 m), to center of
- 22.6 19.9 **FARMINGTON**. Brick blocks on right and left.
Route No. 67 from Quincy keeps straight ahead.
Turn right to northern edge of town.
- 23.1 0.5 Left-hand street; turn left, crossing RR. (23.4 m).
- 24.6 1.5 3-corners; bear left, running up rather steep grade (25.9 m). **Take care not to pass**
- 28.1 3.5 4-corners; white church on right at edge of **Middle Grove**; turn right, running downgrade (28.7 m), cross iron bridge (29.1 m), ascend corresponding grade
- 31.6 3.5 4-corners; turn left for 2 miles.
- 33.6 2.0 Turn right with main travel, crossing long wooden bridge (35.6 m), straight ahead upgrade on Main St. to center of
- 37.0 3.4 **MAQUON**. Just beyond center of town turn left to end of street and then right.
- 37.2 0.2 At end of street jog left and immediately right; keep straight ahead downgrade (40.7 m), through prominent cross-road (41.9 m).
- 42.2 5.0 Right-hand road; turn right, leaving main telephone line across RR. (42.9 m).
- 44.1 1.9 4-corners; turn left, crossing RR. (45.3 m).
- 46.8 2.7 End of road; turn right.
- 47.0 0.2 End of road; turn left to Main St., center of
- 48.1 1.1 **KNOXVILLE**. Park straight ahead. Jog right and left $\frac{1}{2}$ way around park, keeping straight ahead out of town on Main St., following trolley.
- 48.6 0.5 Turn right with trolley, jogging right and left across RR. (50.2 m), crossing another RR. (51.3 m), keeping straight ahead on Grand Ave., past Driving Park to end at
- 52.9 4.3 **Main St.**; turn left with trolleys, straight ahead across RRs. (51.3 m) to center of
- 53.6 0.7 **GALESBURG**. Park straight ahead.
Union Hotel, north side of Square. **Square Garage**, east side of Square.
For city map, see page 173. For diverging routes, see **Index map**, page 150.

Route 67—Peoria to Quincy, Ill.—141.1 m.

Route map, page 150

Reverse route, No. 80

Via Farmington, Bushnell and Macomb. Over fairly good natural roads
Connection between Farmington and Prairie City has not been entirely covered by Blue Book cars, but has been made up from accurate local information which we believe will be of valuable assistance to tourists unacquainted with this section.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 162.)

0.0 0.0 **PEORIA**, Main & Jefferson Sts.

For complete running directions on first part of this route, follow Route No. 66 to

**Put up
at the**

SQUARE GARAGE

$\frac{1}{2}$ block East of Union Hotel in Public Square
Galesburg :: Illinois

- 22.6 19.9 **FARMINGTON.** Brick blocks on right and left. Keep straight ahead out of town on main street.
- 23.6 1.0 4-corners; turn left.
- 24.4 0.8 Avoid RR. crossing, bearing right a short distance along tracks.
- 24.8 0.4 Turn left and take next right on angling road, avoiding road to the right (27.7 m), curving left.
- 31.4 6.6 End of road; turn right into
- 32.5 1.1 **FAIRVIEW.** Keep straight ahead through town, crossing RR. (33.5 m), follow direct road with main travel through Ellisville (41.4 m), meeting road from Galesburg (47.9 m), turn left with road (48.5 m).
- 48.6 16.1 Turn right; straight ahead to RR. crossing, center of
- 49.6 1.0 **PRAIRIE CITY.** For complete running directions rest of the way to Quincy, follow Route No. 76.

Route 69—Peoria to Princeton, Ill.—64.6 m.

Route map, page 164

Reverse route, No. 48

Via CHILLICOTHE and HENRY. Over fairly level country most of the way, with gravel road, with the exception of about 9 m. north of Chillicothe.

MILEAGES
Total Intermediate

(See city map, page 162.)

- 0.0 0.0 **PEORIA**, Main & Jefferson Sts.
- For complete running directions on first part of this route follow Route No. 61A to
- 56.0 56.0 End of road—small town of **Bureau** over to the right; turn left, curving right away from trolley (56.3 m), follow telephone poles on direct road, past school (57.5 m), cross iron bridge (57.9 m), curve sharp left up slight grade. Road is winding but main travel all the way, to
- 59.3 3.3 End of road; turn right up long steep winding grade, still with telephone poles, follow same on direct road.
- 61.7 2.4 End of road; turn left
- 61.9 0.2 End of road;—brick school on farther left; turn right, still with telephone line, to
- 62.8 0.9 Prominent left-hand road; bear left with main travel,—leaving telephone line;
- 63.4 0.6 End of road—meeting telephone line; turn left,
- 63.6 0.2 Right-hand road; turn right to next
- 63.9 0.3 Left-hand road; turn left, same thoroughfare becoming South St., which follow to Court House Square; jog right and left around same to center of
- 64.6 0.7 **PRINCETON**, Main & South Sts.

For diverging routes, see **Index map**, page 150.

GALESBURG SECTION

ROUTES 71 TO 75.

Route Center—The City Park has been taken as a starting point for all routes, as it is the most easily identified of any point in the center of the city and all routes for through trips must pass this point.

Points of Interest—Galesburg is an important manufacturing center, with many thriving industries. The Purrington Paving Brick Company are said to be the largest manufacturers of paving brick in the world, and the Frost Manufacturing Company are prominent builders of Corliss engines. Of the educational institutions, Knox and Lombard Colleges are probably the best known. **Knox College** is one of the oldest institutions of higher learning in the Middle West, and at the time of the now famous Lincoln-Douglas controversy the campus was the scene of the original debate between these two orators. Rice Lake, on the eastern edge of the town, affords an outing place for a large number of the inhabitants during the summer months.

Route 71—Galesburg to Chicago, Ill.—190.6 m.

Route map, page 95

Reverse route, No. 23

Via Kewanee, Princeton, Mendota, Plano and Aurora; mostly fair-to-good road, with occasional stretches of gravel or macadam.

MILEAGES
Total Intermediate0.0 0.0 **GALESBURG**, Main St., at Park.

Go east on Main St., crossing RR. (0.5 m); caution not to pass

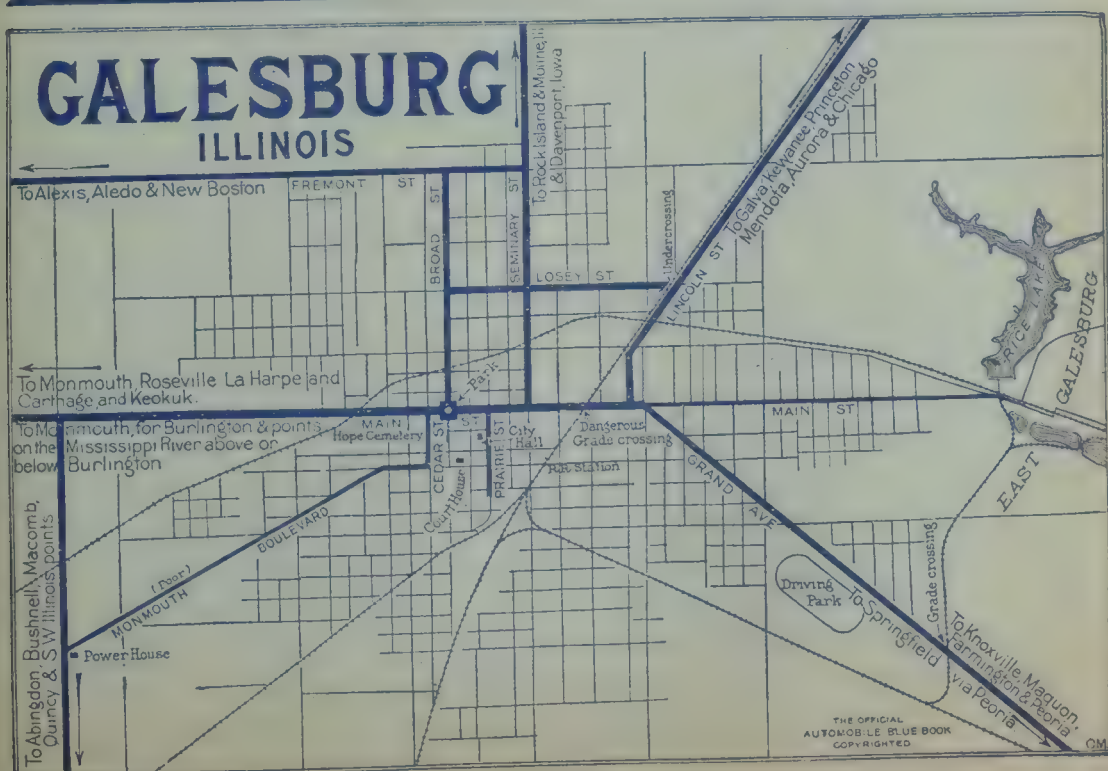
0.7 0.7 **Lincoln Ave.**; turn left, leaving trolley, bearing right along RR. embankment, follow direct road across RR. (1.0 m);—avoid all intersecting roads; follow main travel straight through **Wataga** (7.5 m); cross RR. (7.8 m);

UNION HOTEL GALESBURG, ILLINOIS

Running Hot and Cold Water and Long Distance Telephone in Every Room. 125 Outside Rooms, 35 with Private Bath.

J. L. HOOPES, Prop.

R. N. HOOPES, Mgr.



Route 71

Galesburg Section

- | | | |
|------|-----|---|
| 8.2 | 7.5 | End of road; turn right, curving left a short distance beyond along RR., follow same to |
| 11.9 | 3.7 | Left-hand road—1 block before Oneida station; turn left on poor road for a short distance; continue straight ahead on better road, passing Oneida (over to the right); |
| 18.4 | 6.5 | Prominent cross-road—school on right; turn right, jogging right and left (19.5 m); continue on straight road road for over 7 miles; |
| 27.6 | 9.2 | Prominent left-hand road; turn left, leaving telephone line, turning next right across RR., turning right again to center of |
| 28.1 | 0.5 | GALVA ; turn left, passing park (on right after turn); continue straight ahead to |
| 28.8 | 0.7 | End of road; turn left and next right—avoiding road to right (29.9 m), bear slightly left, following along RR. |
| 32.5 | 3.7 | End of road at Sadler's Crossing ; turn left across RR. to |
| 33.4 | 0.9 | Right-hand road; turn right, crossing RR. (34.2 m). |
| 34.4 | 1.0 | End of road; turn left, crossing trolley and RR. (34.8 m). |
| 35.4 | 1.0 | End of road; turn right—avoiding road to right leading across RR. (35.9 m); follow along tracks, curving right and left across RR. and trolley, follow trolley to |
| 37.5 | 2.1 | End of street; turn left, and next right, following trolley all the way on 2nd St., to center of |
| 37.9 | 0.4 | KEWANEE , 2nd & Tremont Sts.
Matheson Auto Co., Inc., 123 Willard St., Stock Michelin Tires.
Continue straight through on 2nd St. to |
| 38.5 | 0.6 | Northeast St.—grocery store on right; turn left, picking up trolley (38.6 m); follow same for a short distance. |
| 38.9 | 0.4 | Right-hand road just after trolley leaves to the right; (road straight ahead goes under RR.; turn right along RR.; cross RR. switch (39.9 m), taking left fork just beyond; caution for sharp left and right turn over RR. (40.0 m); straight through diagonal crossroads (42.4 m), curving right and left, cross RR. (45.2 m)—avoid road to the right (45.9 m); keep straight ahead along tracks, running straight through center of Neponset . |
| 46.3 | 7.4 | End of road; turn left, and next right just before RR.—avoid right-hand road (46.6 m); keep straight ahead. |
| 47.5 | 1.2 | 4-corners; turn left with main travel, crossing RR. (47.8 m). |
| 48.6 | 1.1 | Prominent right-hand road; turn right for (0.7 m) only. |
| 49.3 | 0.7 | Left-hand road at foot of slight grade; turn left down grade up steeper grade (49.8 m); turning right with road (51.1 m) and left (51.4 m); descend long grade. |
| 51.8 | 2.5 | Prominent cross-road; turn right, running downgrade and across wooden bridge (coal mine on left—52.2 m). |
| 52.3 | 0.5 | Left-hand road; turn left and next right to the main street of |
| 52.7 | 0.4 | SHEFFIELD ; turn left through center of town, pass stone watering trough in middle of street; |
| 53.1 | 0.4 | End of street—RR. straight ahead; turn right. |

Galesburg Section

Route 71

- 53.3 0.2 End of road; turn left, cross RR., turning right a short distance beyond, following main travel;
- 53.7 0.4 Right-hand road; turn right with wires, and go straight ahead along RR. (56.1 m), over rolling country; straight through **Wyanet** (61.6 m), crossing RR. at station (on right—61.7 m); follow winding but direct road over numerous grades, same thorofare becoming South St., which follow to end of same at Court House.
- 67.9 14.2 Court House straight ahead; jog left and right around Court House to Main St., center of
- 68.0 0.1 **PRINCETON**, Main & LaSalle Sts.
(For diverging routes, see Index Map, page 148.)
Turn left on Main St., for 2 blocks.
- 68.2 0.2 Peru St.; turn right on same for 2 blocks.
- 68.4 0.2 E. South St.; turn left, passing High School (68.6 m).
- 69.0 0.6 Fork; bear right, going straight through all cross-roads.
Caution for narrow RR. bridge (70.2 m)—avoid road to left (71.7 m), bearing slightly right on direct road,—pass road to the right where telephone poles leave (71.5 m), curve sharp left (73.8 m) and right a short distance beyond; pass **Dover** postoffice (on right—74.0 m);
- 74.2 5.2 4-corners; turn left and next right just beyond, going straight through 4-corners (74.4 m).
- 74.6 0.4 Fork; curve left, crossing RR. (77.1 m), avoiding left-hand road (78.6 m) and right-hand road (80.1 m).
- 81.5 6.9 End of road; turn left, keeping straight ahead through 4-corners (83.3 m) to
- 83.8 2.3 **LE MOILLE**; cross RR. going straight ahead.
- 84.3 0.5 5-corners; turn square right, crossing iron bridge (85.1 m), curve left and right with road (86.8 m), passing school (on right—88.7 m), curving left and right with road (89.8 m).
- 90.5 6.2 End of road; turn left with main travel and right just beyond, across small stone culvert, same thorofare becoming Washington St., which follow to end at Main St., center of
- 93.1 2.6 **MENDOTA**. Main & Washington Sts.
Martin Fahler, 500 E. 6th St., Stock Michelin Tires.
Turn left on Main St., pass station (on right); immediately turn right across RR.
- 93.3 0.2 Left-hand street—power house on left; turn left.
- 93.5 0.2 Fork; turn right to
- 93.9 0.4 End of street; turn left and next right, crossing 2 small bridges.
- 97.9 4.0 Prominent 4-corners; turn left with wires.
- 99.0 1.1 Right-hand road; turn right.
- 101.0 2.0 End of road; turn left, curving right with road (101.4 m) cross RR. (104.6 m); jogging through 4-corners, cross wooden bridge (105.1 m).
- 105.3 4.3 4-corners; turn left to first

Route 73

Galesburg Section

- 105.7 0.4 4-corners—church on farther left; turn right across iron bridge and follow direct but winding road across RR. (106.1 m); iron bridge (114.7 m).
- 116.1 10.4 4-corners; turn left, curving right just beyond to
- 118.1 2.0 Prominent cross-road; turn left over small stone culvert, straight ahead to southern edge of
- 121.2 3.1 **SOMONAUK**—center of town straight ahead, brick school on farther right; turn right, going straight ahead on good gravel road, taking care not to pass
- 123.3 2.1 Left-hand road—Gletty farm on left; turn left.
- 124.0 0.7 Immediately before RR. turn right to center of
- 124.9 0.9 **SANDWICH.**
 Sandwich Auto Garage, Church & Main Sts., Stock Michelin Tires.
 Turn left 1 short block and immediately right along tracks, going straight ahead on good gravel road. **Avoid** road to the right (127.3 m), running downgrade through small valley.
- 129.2 4.3 End of road; turn left up slight grade.
- 130.1 0.9 Immediately after crossing RR. turn right to center of
- 130.3 0.2 **PLANO**—station on right. Continue straight ahead, curving left downgrade between 2 old stone mills, cross iron bridge, running up corresponding grade to
- 131.6 1.3 End of road; turn left away from tracks to first
- 132.0 0.4 Turn right with main travel and telephone poles, jogging left and right with road (132.8 m), cross RR. (133.9 m), following telephone poles and direct road, bearing left to
- 137.2 5.2 **BRISTOL STATION.** Cross tracks, going straight ahead
- 138.2 1.0 End of road; turn right with main travel, continuing straight ahead with same and telephone poles to
- 141.5 3.3 End of road; turn right, crossing RR. (142.6 m), curve left along tracks to
- 143.1 1.6 **MONTGOMERY**—station on left. Turn right, crossing trolley
- 143.2 0.1 At saloon (on right) turn left along Fox River, keeping straight ahead, meet trolley from the left (144.6 m), run under RR. just beyond, keep straight ahead on River St. across RR. (145.2 m).
- 145.6 2.4 **Fox St.;** turn right, crossing 2 concrete bridges to center
- 145.8 0.2 **AURORA,** Broadway & Fox Sts.

Downer Place Garage, Fox St. & Downer Place.

Central Garage, 66 La Salle St., Stock Michelin Tires.

For city map, see page 90. For diverging routes, see **Index map**, page 107.

For complete running directions rest of the way to Chicago, see Route No. 44.

Route 73—Galesburg to Peoria, Ill.—53.6 m.

Route map, page 150

Reverse route, No. 66

Via Knoxville, Maquon and Farmington. Over fairly good country roads most of the way, with a few stretches of gravel and stone.

MILEAGES
 Total Intermediate

(For this and optional exits, see city map, page 173.)

0.0 0.0 **GALESBURG,** Main & Broad Sts. Park.

From park go straight east on Main St., crossing a number of RRs. (0.5 m), where trolleys branch at

Galesburg Section

Route 73

- 0.7 0.7 **Grand Ave.**; bear diagonally right with one line of trolleys, keep straight ahead past Driving Park (1.7 m), crossing RR. (2.3 m), jogging right and left across tracks again (3.4 m), follow trolley past road (on left—4.7 m).
- 5.0 4.3 End of road; turn left with trolley to center of
- 5.3 0.3 **KNOXVILLE.** Park straight ahead. Jog right and left 1/2 way around park, keeping straight ahead out of town, passing brick school (5.8 m).
- 6.6 1.3 Right-hand road; turn right with poles.
- 6.8 0.2 Turn left with main travel and poles; avoid good road to the right (7.4 m), keeping straight ahead across RR. (8.3 m) to next
- 9.5 2.7 4-corners; turn right, crossing RR. (10.7 m).
- 11.4 1.9 End of road; turn left, crossing iron bridge (12.7 m), running upgrade, straight ahead to
- 16.4 5.0 End of road; turn left and take next right for 2 blocks where turn left to center of
- 16.6 0.2 **MAQUON.** Turn right on Main St., curving left downgrade across iron bridge and long wooden bridge (17.9 m), following main line of telephone poles.
- 20.0 3.4 Prominent 4-corners; turn left with main travel for 2 miles.
- 22.0 2.0 4-corners; turn right, running downgrade (24.4 m), cross iron bridge, descend corresponding grade.
- 25.5 3.5 4-corners; white church on left at northern edge of **Middle Grove**; turn left, passing town over to the right. Keep straight ahead with main travel. **Caution** for steep downgrade (27.7 m), curving left (28.1 m).
- 29.0 3.5 3-corners; bear right and 1/2 mile beyond keep left-hand road with main travel, crossing RR. (30.2 m).
- 30.5 1.5 End of road; turn right to center of
- 31.0 0.5 **FARMINGTON.** Brick blocks on both left-hand corners. Route No. 80 from Quincy comes in from the right. Turn square left on Main St., going straight ahead for over 14 miles, through **Trivoli** (37.1 m) and **Hanna** (42.2 m). **Caution** for sharp right and left across narrow wooden bridge (47.2 m) and again at right and left turns (47.8 m). Fine views overlooking Peoria and Illinois River Valleys at top of long winding downgrade (49.4 m). Cross 3 RRs. at **Limestone Station**, foot of grade, crossing iron bridge (51.2 m), running up long winding grade to end of road at
- 51.8 20.8 **Main St.**; turn left, meeting trolley, follow same on brick pavement, curving right downgrade (52.9 m), straight ahead to center of
- 53.6 1.8 **PEORIA**, Main & Jefferson Sts.

The National Hotel, north side of Court House.

Turnbull Garage, 221 S. Madison Ave.

Fisher Buggy Co., 125 So. Wash. St., Stock Michelin Tires.

For city map, see page 162. For diverging routes, see Index map, page 150.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 74

Galesburg Section

Route 74—Galesburg, Ill., to Davenport, Iowa.—48.5 m.

Route map, page 150

Reverse route, No. 524

Via Henderson and Alpha. Over dirt roads practically the entire distance. In dry weather these will be found in very good condition.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 173.)

0.0	0.0	GALESBURG , Public Square.
		Go east on Main St. for 4 blocks.
0.3	0.3	Seminary St. ; turn left with one line of trolleys, crossing RR. (0.6 m), continue straight ahead out of town.
4.2	3.9	End of road; turn right to first
4.6	0.4	Left-hand road; turn left with main travel, going down-grade across iron bridge (5.0 m) up corresponding grade to edge of
5.8	1.2	HENDERSON . Station on right.
		Go ahead to end of street, where turn left at corn- crib, follow rather winding but direct road.
6.9	1.1	End of road; jog left, taking next right, continue straight north, winding through woods (8.6 m), running down- grade across iron bridge (9.1 m) up corresponding grade just beyond.
10.0	3.1	End of road; jog left and right around school house across RR. (10.9 m). Caution for long downgrade across iron bridge (14.4 m) and winding steep upgrade just beyond crossing RR. (17.5 m) into
17.6	7.6	ALPHA . Business center 1 block to the left; continue straight ahead, taking care not to pass
18.3	0.7	Left-hand road; turn left, crossing RR. (18.5 m), going straight ahead to end of road at edge of
21.3	3.0	NEW WINDSOR . Church straight ahead; turn right.
23.6	2.3	End of road at foot of grade; turn left to next
23.9	0.3	Right-hand road; turn right with main travel upgrade, curving left and right (24.3 m), continuing upgrade straight ahead through small town of Swedonia (26.9 m), running downgrade across iron bridge (28.1 m) up cor- responding grade, jog left with road (29.6 m) and right (29.9 m).
30.3	6.4	Turn left with poles to first
31.0	0.7	Right-hand road; turn right.
32.4	1.4	3-corners; turn left.
33.3	0.9	Right-hand road; school on right; turn right, jogging left and immediately right through irregular 4-corners (33.8 m), follow winding but direct road along top of bluff.
40.0	6.7	End of road; curve right with main travel, jogging left and right just beyond, running down long grade.
40.8	0.8	End of road; turn left across iron bridge straight ahead on rather poor stretch of road.
41.4	0.6	4-corners; turn right, crossing RR. (41.7 m). Avoid road to the left (41.9 m).
42.0	0.6	4-corners; trolley on left; turn left through small town of Milan , following trolley all the way, jogging right

ACCESSORIES

STORAGE

Totten Auto Company

1708 Third Avenue

Rock Island, Ill.

The Finest Equipped Repair Shop West of Chicago

and left (42.4 m), curving right across a number of long iron bridges.

42.9 0.9 Toll gate (10c); straight ahead with trolley across long iron bridge over Rock River.

43.4 0.5 Fork; a short distance beyond, bridge; bear right, leaving trolley, going straight ahead onto macadam (44.4 m); same thoroughfare becomes 12th St., which follow.

46.4 3.0 **Third Ave.**; turn right, passing Court House (on left)

46.9 0.5 **ROCK ISLAND**, Spencer Square.

Totten Auto Co., 1708 3rd Ave., Stock Michelin Tires.

Continue straight ahead on 3rd Ave.

47.2 0.3 **Twenty-fourth St.**; turn left with trolley, crossing iron bridge over Mississippi River, running across southern end of Rock Island. Avoid branch road to the right (47.5 m), running onto another long iron bridge with RR. overhead.

48.1 0.9 Curve left with trolley off of bridge onto 2nd St., to

48.4 0.3 **Main St.**; turn right 2 blocks to center of

48.5 0.1 **DAVENPORT**, Main & 4th Sts.

Kimball Hotel Co., Perry & Fourth Sts.

Iowa Auto & Tire Co., 414 Main St.

Klemme Auto Co., 106 Brady St.

P. C. Peterson Auto Co., 510 Main St., Stock Michelin Tires.

For city map, see page 868. For diverging routes, see Index map, page 848.

Route 76—Galesburg to Quincy, Ill.—117.4 m.

Route map, page 150

Reverse route, No. 77

Via Bushnell and Macomb, by far the greater part of the way over natural dirt road. Except after heavy rains the first part to Macomb is good, as it is for the most part a dragged road. Some short stretches of sand south of Macomb.

Descriptive Outline—Although this route passes through a territory which has very little of historical interest, most strangers will notice the extensiveness of the farms and cannot help but appreciate their value when they continually meet farmers who own their own automobiles and are doing a great deal locally to keep up the roads adjoining their property. This is particularly true of the farms in the vicinity of **Bushnell** and **Macomb**, two very enterprising towns. **Macomb** also has the distinction of having some of the largest pottery industries in the United States.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 173.)

0.0 0.0 **GALESBURG**, Park Square.

Go south on Broad St., passing church and schools (on right).

0.1 0.1 End of street; turn right and next left for 1 block, following trolley.

0.2 0.1 **South St.**; Knox College on left; turn right with trolley.

0.4 0.2 5-corners; bear left with trolley on Monmouth Boul. Trolley ends (0.9 m). Continue straight ahead across RR. (1.2 m).

2.0 1.6 4-corners; baseball park and power station on left; turn

A. T. Ewing & Son ^{1/2 block from S. E. Cor. Public Square}



OFFICIAL G A R A G E

FIREPROOF

MACOMB, - ILLINOIS

Storage, Supplies, Machine
Work, Repairs, Tires
and Tire Repairs
If in Trouble Phone 544

- left with trolley, go straight south on direct road, following trolley all the way. Branch trolley leaves to the right (2.6 m). Under RR. 2.7 m), across RR. (4.5 m). Trolley leaves to the left (9.8 m). **Caution** for rough RR. crossing (10.3 m).
- 10.5 8.5 End of road; jog left and immediately right for 1 block.
- 10.6 0.1 4-corners; school on farther left; turn left.
- 10.9 0.3 **Main St.**; turn right, meeting trolley, to center of
- 11.1 0.2 **ABINGDON**. Straight through. Trolley ends (11.5 m).
- 11.7 0.6 End of street; turn right.
- 12.0 0.3 End of road; turn left, follow straight road over rolling country. **Caution** for bridge approaches. Over RR. bridge (16.2 m).
- 16.9 4.9 Turn right with road.
- 17.1 0.2 RR. straight ahead; turn left through center of **St. Augustine**, passing station (on right).
- 17.4 0.3 End of street; turn right and left just beyond.
- 17.9 0.5 End of road; jog right and immediately left, avoiding bridge over RR.; follow direct road, winding through woods. **Caution** for sharp pitch onto iron bridge (19.4 m) and also sharp right and left turns under RR. (20.1 m), running up long grade just beyond.
- 21.6 3.7 Bear left across RR. and right just beyond to center of
- 21.8 0.2 **AVON**. Continue straight through town. **Caution** for short steep upgrade at cemetery (22.5 m).
- 24.4 2.6 End of road; turn right with poles, curving left (24.9 m).
- 25.1 0.7 Right-hand road; turn right to center of
- 25.9 0.8 **PRAIRIE CITY**. Go straight through across RR.
- 28.0 2.1 Turn left with road; go straight south on direct road to
- 32.7 4.7 **BUSHNELL**. RR on left.
- Continue straight through on main street, jogging left and right across RR. (32.9 m).
- 33.5 0.8 End of road; turn left across RR. and immediately right, passing coaling station, cross another RR. (34.0 m), meeting road from the right just beyond, curve left and go straight south for little over 5 miles.
- 39.4 5.9 Right-hand road; turn right with telephone poles. Road is straight west except for slight right and left jog

(44.4 m), same thoroughfare becoming Jackson St., which follow to center of

46.9 7.5 **MACOMB**, Court House in Square.

A. T. Ewing & Son, So. Randolph St., Stock Michelin Tires.

Turn right and left $\frac{1}{2}$ way around square, turning right again on Jackson St., following same straight out of town across RR. (47.5 m).

48.3 1.4 Left-hand road just after leaving brick pavement; turn left with poles and follow same on winding but direct

53.0 4.7 End of road; cemetery straight ahead; turn left, still with poles.

54.0 1.0 Right-hand road; turn right with poles to end of street

54.6 0.6 **COLCHESTER**. Turn left across RR.

54.7 0.1 Immediately after RR. turn right, passing postoffice (on left), turn left with street (55.2 m), crossing RR. switch just beyond.

55.8 1.1 First 4-corners; turn right again, meeting telephone line, following same across RR. (56.5 m).

57.7 1.9 **TENNESSEE**. Just after passing station (on right) turn left.

57.9 0.2 End of road; turn right and next left.

58.1 0.2 4-corners; turn right still with poles across RR. (58.7 m).

59.4 1.3 4-corners; school on farther left; turn left with wires to

60.1 0.7 Left-hand road; turn left with poles jogging left and right across RR. (60.5 m).

62.9 2.8 Right-hand road; turn right with poles.

63.8 0.9 Left-hand road immediately beyond RR. crossing; turn left, follow along tracks.

64.6 0.8 Jog right and immediately left, passing **Colmar** station (on left), curve right just beyond.

65.1 0.5 4-corners; turn left, still with poles. **Caution** for down-grade across RR. (65.7 m) and sharp left turn onto bridge (66.1 m), running up long grade just beyond, continue on direct road to

68.6 3.5 4-corners; turn right—double line of telephone poles—crossing RR. (69.5 m) to center of

69.7 1.1 **PLYMOUTH**. Park with grand stand in center.

Turn left and right $\frac{1}{4}$ way around square, turning left with poles straight out of town, follow same on winding but direct road.

71.5 1.8 Left-hand road; turn left with main travel and poles. **Caution** for 1 or 2 sharp turns on grades.

73.0 1.5 End of road; turn left, bearing left and right across RR. (74.2 m) to center of

75.0 2.0 **AUGUSTA**. First National Bank on farther side; turn right across RR. (75.2 m), going straight west nearly 6 miles, crossing RR. (80.6 m) to center of

80.9 5.9 **BOWEN**. Bank on right. Turn left for about 2 miles.

81.9 0.9 4-corners; turn right, leaving telephone line.

85.8 4.0 4-corners at old village of **Chili**; store on right; turn left, follow main travel.

Route 76**Galesburg Section**

- 86.8 1.0 Left-hand road; turn left.
- 87.8 1.0 4-corners; turn right with main travel, avoiding road to the right (88.7 m); curve left upgrade.
- 89.3 1.5 End of road; turn right and left at RR. a short distance beyond.
- 90.1 0.8 Right-hand road (road ahead goes to farm house only); turn right.
- 90.4 0.3 RR. straight ahead; turn left, bearing right across tracks (91.0 m), curving left up short steep grade, cross RR. (91.7 m), turning right, recrossing tracks (91.9 m). **Take care not to pass**
- 92.3 1.9 Left-hand road; turn left, shortly running upgrade.
- 92.7 0.4 End of road; turn right.
- 93.1 0.4 Left-hand road; poles go straight ahead, turn left to
- 93.6 0.5 **LORAINÉ.** Turn right 1 block and then left across RR. (93.9 m).
- 94.2 0.6 Right-hand road; turn right with telephone poles, recrossing RR. **Caution** for downgrade through covered wooden bridge (94.8 m), follow winding but direct road over 1 or 2 hills.
- 96.4 2.2 End of road; turn left with poles across RR. (97.9 m).
- 99.6 3.2 4-corners; turn right with main travel and poles, direct to center of
- 100.7 1.1 **MENDON.** Straight through on principal street, shortly running along RR. (on right), jogging right and left across same (103.4 m), bearing away from tracks (103.7 m).
- 104.3 3.6 End of road; turn left upgrade, crossing RR. (104.6 m), turn right just beyond and recross tracks.
- 105.4 1.1 End of road; turn left again, crossing RR. (105.7 m) to center of
- 105.9 0.5 **URSA.** Go straight through on stone road most of the way over rolling country. **Caution** for very bad approach onto covered wooden bridge (107.7 m); continue straight south, curving right and left with road (109.4 m).
- 110.5 4.6 End of road; turn right with poles and left at end of road a short distance beyond.
- 111.6 1.1 Prominent 4-corners; high hedge on farther right; turn right.
- 112.1 0.5 Turn left with main travel and right with road (112.9 m). **Caution** for bad grade just after turn.
- 113.4 1.3 At large tree (on left) turn left, same thoroughfare becoming 12th St., which follow under RR. (115.2 m), passing Soldiers' and Sailors' Home (on right) just beyond.
- 117.0 3.6 **Main St.;** turn right to center of
- 117.4 0.4 **QUINCY,** Maine & 5th Sts. Washington Park (on right).

Nichols Motor Car Co., 1707 Maine St.

Massie & Sons, 219 N. 4th St., Stock Michelin Tires.

Quincy Garage, 410 Vermont St., Stock Michelin Tires.

, For diverging routes, see **Index map**, page 150.

For through connections, see **Graphic Trunk-line chart**, front of book.

T. C. Nichols

Motor Car Co.

STORAGE SUPPLIES
REPAIRS

Home Phone 1110



707 & 709 Maine St.

CLOSE TO HOTELS

Quincy, Ill.

Bell Phone 424

Points of Interest—Quincy, founded in May, 1825, is one of the oldest cities in Illinois, for in early times, with the Mississippi carrying its enormous quantities of freight, this was an important shipping point. The type of its old residences and streets give one the idea of its being an old eastern city. Those who wish to go deeper into the history of this section may find it well worth their while to visit the Quincy Historical building, at 12th & State Sts. We recommend a circuit of the boulevard system, as it offers some fine views of the Mississippi River and takes one through some very beautiful parks, principal among which are Riverview, Indian Mounds and South Parks. The State Soldiers and Sailors' Home, comprising 125 acres and 52 buildings, occupied by 2,000 veterans and their wives, is located on North 12th St. Among Quincy's many industries, which turn out over \$15,000,000 worth of products annually, are its extensive stove works, said to be the largest in the world, also its cereal food mill and wood-working establishments.

Route 77—Quincy to Galesburg, Ill.—117.4 m.

Route map, page 150

Reverse route, No. 76

Via Plymouth, Macomb and Bushnell. Although the greater part of this route is over unimproved dirt roads, a great many sections of it are well taken care of by the property owners along the way. This is especially true of roads through Macomb and Bushnell, where they are dragged.

MILEAGES
Total Intermediate

0.0 0.0 **QUINCY**, Maine & 5th Sts. Park on left.
 Go east on Main St. 3 blocks.

0.2 0.2 **Eighth St.**; Post Office over to the left; turn left with
 one line of trolleys for 3 blocks.

183

Route 77

Quincy Section

- | | | |
|------|-----|---|
| 0.5 | 0.3 | Broadway ; turn right with trolley for 2 blocks. |
| 0.7 | 0.2 | Turn left on 12th St. with one line of trolleys, going straight north out of city past Soldiers' Home (on left —2.2 m), running under RR. just beyond. Take care not to pass |
| 4.0 | 3.3 | Right-hand road at foot of grade; turn right upgrade, curving left with road (4.5 m). |
| 5.3 | 1.3 | End of road; turn right for ½ mile. |
| 5.8 | 0.5 | Prominent cross-road; turn left with telephone poles. |
| 6.7 | 0.9 | Right-hand road; turn right with poles and main travel to first |
| 6.9 | 0.2 | Left-hand road; turn left, follow poles, curving right and left (7.9 m). Caution for bad bump just after going through covered wooden bridge (9.7 m), straight ahead to center of |
| 11.5 | 4.6 | URSA. Straight through, crossing RR. (11.7m). |
| 12.0 | 0.5 | Right-hand road; turn right, leaving poles, cross RR. (12.8 m), curving left with road jut beyond and recrossing tracks to first |
| 13.1 | 1.1 | Right-hand road in middle of downgrade; turn right, jog sharp right and left across RR. (14.0 m), follow along close to tracks straight ahead to center of |
| 16.7 | 3.6 | MENDON. Continue straight through town to |
| 17.8 | 1.1 | Prominent 4-corners; turn left with telephone poles and main travel across RR. (19.5 m). |
| 21.0 | 3.2 | Right-hand road; turn right with both lines of telephone poles. Caution for very rough rocks on downgrade (21.5 m), running through small ford at bottom. Follow winding but direct road through covered wooden bridge (22.6 m), running up winding grade just beyond. Caution for RR. crossing (23.0 m). |
| 23.2 | 2.2 | End of road; turn left, recrossing tracks to 2nd St., where turn right to center of |
| 23.8 | 0.6 | LORAINE. Turn square left straight out of town. |
| 24.3 | 0.5 | End of road; turn right. |
| 24.7 | 0.4 | Do not cross RR. but turn left away from tracks. |
| 25.1 | 0.4 | End of road; turn right, crossing RR. (25.5 m), curving left, recross tracks (25.7 m). |
| 26.0 | 0.9 | Fork at foot of grade; curve right up slight grade, crossing RR. (26.4 m), curve left along tracks. |
| 27.0 | 1.0 | End of road; turn right away from tracks. |
| 27.0 | 0.3 | End of road; turn left, meeting poles again, follow same. |
| 28.1 | 0.8 | Turn left with main travel and poles. |
| 28.7 | 0.6 | At foot of short grade curve right, avoiding road to the left over iron bridge. |
| 29.6 | 0.9 | 4-corners; turn left with main travel for 1 mile. |
| 30.6 | 1.0 | End of road; turn right, follow rather winding but direct road to prominent 4-corners in small village of |
| 31.6 | 1.0 | CHILI. Turn right for 4 miles. |

Quincy Section

Route 77

- 35.6 4.0 4-corners; telephone poles come in from the right; turn left to center of
- 36.6 1.0 **BOWEN.** Bank on farther right hand corner; turn right, crossing RR. (36.8 m), going straight ahead for nearly 6 miles, crossing RR. (42.2 m) to center of
- 42.4 5.8 **AUGUSTA.** First National Bank on farther right.
Turn square left out of town, jogging left and right across RR. (43.2 m). From here to **Macomb** follow main line telephone poles practically all the way.
- 44.4 2.0 Turn right with main travel and poles. **Caution** for sharp left turn (44.9 m).
- 45.9 1.5 End of road; turn right, follow poles over rather rolling country direct to center of
- 47.7 1.8 **PLYMOUTH.** Park straight ahead.
Jog right and left $\frac{1}{4}$ way around square, turn right with poles straight out of town across RR. (47.9 m).
- 48.8 1.1 Prominent 4-corners; turn right with both lines of poles, avoiding road to the right, where one line of poles leaves (49.3 m), follow direct road over rolling country, running downgrade across iron bridge (51.3 m). **Caution** for dangerous RR. crossing (51.6 m), turning right just beyond to
- 52.3 3.5 4-corners; turn right with poles, curving left with road past **Colmar Station** (52.7 m), jogging slightly right and left just beyond station, following along close to tracks.
- 53.6 1.3 End of road; turn right across RR., still with poles.
- 54.5 0.9 End of road; turn left, follow telephone poles on winding but direct road, jogging left and right across RR. (56.9 m).
- 57.3 2.8 End of road; turn right, curving left with poles along tracks (57.5 m).
- 58.0 0.7 4-corners; school on left; turn right with poles across RR. (58.7 m) to first
- 59.3 1.3 4-corners; turn left and right just beyond with main travel, taking next left to center of
- 59.9 0.6 **TENNESSEE.** Turn right, passing station (on left), across RR. (60.9 m) to first
- 61.6 1.7 4-corners; turn left, leaving telephone poles, turn right along RR. (62.2 m) to center of
- 62.7 1.1 **COLCHESTER.** Post Office on right.
Turn square left across RR., going 1 block beyond tracks, where turn right straight out of town with heavy telephone poles.
- 63.4 0.7 End of road; turn left with poles, on direct road.
- 64.4 1.0 Right-hand road; cemetery on left; turn right, still with poles, which follow with main travel, having numerous left and right turns.
- 69.1 4.7 End of road; turn right, shortly running onto brick pavement, which follow straight ahead across RR. on Jackson St. (69.9 m) to center of

Route 77

Quincy Section

- 70.5 1.4 **MACOMB.** Court House in square.
A. T. Ewing & Son, So. Randolph St., Stock Michelin Tires.
Jog right and left $\frac{1}{2}$ way around square, continuing straight out of town on Jackson St. With the exception of slight right and left jog at (72.8 m) road is straight east for over 7 miles, the last part being over rather poor road.
- 78.0 7.5 End of road; turn right with poles, going straight north.
Take care not to pass
- 83.2 5.2 Right-hand road immediately before RR., turn right along tracks, crossing another RR. (83.4 m).
- 83.9 0.7 Jog left and right across RR. Cross another RR. (84.5 m), straight ahead to center of
- 84.7 0.8 **BUSHNELL.** Continue straight through town on Main St. Road is straight north for nearly 5 miles.
- 89.4 4.7 End of road; turn right. **Caution** for very high crosswalks entering town, crossing RR. at center of
- 91.5 2.1 **PRAIRIE CITY.** Straight ahead through town.
Route No. 80 leaves this route here.
- 92.3 0.8 End of road; jog left, curving right with road to first
- 93.0 0.7 Left-hand road; turn left with poles straight ahead to center of
- 95.7 2.7 **AVON.** Continue straight through town, curving left across RR., keeping right just beyond, follow direct road and main travel. **Caution** for long downgrade with sharp right turn under RR. (97.0 m), follow winding road. **Caution** for sharp turn off of iron bridge (98.0 m), running up long grade.
- 99.5 3.8 End of road; jog right and immediately left with main travel.
- 100.0 0.5 Just beyond church turn right with main travel and next left to center of
- 100.3 0.3 **ST. AUGUSTINE.** Just beyond center of town turn right away from RR., curving left with road (100.5 m), running over RR. bridge (101.3 m) straight north over rolling country. **Take care not to pass**
- 105.4 5.1 Right-hand road; turn right.
- 105.7 0.3 Left-hand road; turn left with main travel to center of
- 106.3 0.6 **ABINGDON.** Go straight ahead through town on Main St. with trolley for 2 blocks.
- 106.5 0.2 At park (on right—school on farther left) turn left 3 blocks.
- 106.8 0.3 Just after passing high school buildings turn right for 1 block, jogging left and right with main travel, continue straight north across RR. (107.1 m), picking up trolley from the right (107.6 m), follow same straight ahead across RR. (112.9 m), running under RR. (114.7 m), meeting another trolley line from the left just beyond.
- 115.4 8.6 4-corners; power house and baseball park on right; turn right with trolley, go straight ahead on Monmouth Boul. Trolley leaves to the right and left (115.7 m).

Quincy Section

Route 79

Cross RR. (116.2 m), running onto brick pavement short distance beyond, follow same with trolley.

- 116.9 1.5 Bear right with trolley into **South St.**, going straight ahead to
- 117.2 0.3 End of street at **Knox College**; turn left with trolley 1 block.
- 117.3 0.1 Turn right with trolley and next left into Broad St., passing high schools to center of
- 117.4 0.1 **GALESBURG**, Park Square.

Union Hotel, north side of Square.

Square Garage, east side of Square.

For city map, see page 173. For diverging routes, see **Index map**, page 150.

For through connections, see **Graphic Trunk-line chart**, front of book.

Route 79—Quincy to Springfield, Ill.—120.4 m.

Route map, page 150

Reverse route, No. 84

Via Rushville, Beardstown and Virginia. First part over natural roads on clay surface most of the way, good in dry weather. From Beardstown some short stretches of sandy loam are encountered.

(For this and optional exits, see city map, page 183.)

MILEAGES
Total Intermediate

- 0.0 0.0 **QUINCY**, Main & 5th Sts.—park on left.
Go east on Main St. 3 blocks.
- 0.2 0.2 **8th St.**—postoffice on farther left; turn left, following trolley to
- 0.5 0.3 **Broadway**; turn right with trolley—trolley ends (1.9 m); continue straight ahead.
- 2.9 2.4 4-corners—blacksmith shop on farther left; turn left with poles to first
- 3.1 0.2 Right-hand road; turn right with poles going straight ahead—single line of poles leave to the right (4.9 m), follow direct road over RR. bridge (6.0 m) to
- 6.6 3.5 End of road—small town hall straight ahead; turn right.
- 7.1 0.5 Left-hand road—RR. underpass straight ahead; turn left with poles 1 mile.
- 8.1 1.0 Right-hand road; turn right.
- 9.0 0.9 4-corners—school on farther left; turn left with poles.
- 10.0 1.0 4-corners; turn right, following poles with main travel, avoid road to the left (11.2 m).
- 12.1 2.1 **FOWLER**; just after passing Station (on right) turn left 2 blocks.
- 12.3 0.2 4-corners—church on right; turn right.
- 12.5 0.2 4-corners—school on farther left; turn left and right just beyond curving left again with road (12.7 m) to
- 12.9 0.4 End of road; turn right with poles.
- 14.4 1.5 Just after curving left along RR., turn square right across same and left just beyond.
- 15.4 1.0 4-corners; turn left with 2-arm telephone poles.

THE PUBLISHERS will be glad to receive corrections or suggestions leading to the betterment of succeeding editions. In the back of this volume will be found blank memorandum pages for the purpose of making such notes.

Route 79

Quincy Section

- 15.9 0.5 End of road just after crossing RR.; turn right.
- 16.4 0.5 **PALOMA**; at end of road just beyond Station turn left.
- 17.2 0.8 4-corners; turn right with main travel and telephone poles, going straight ahead on direct road through northern edge of **Coatsburg** (19.2 m); turn left with road (19.7 m) and right (20.2 m), follow straight road over rolling country.
- 23.2 6.0 End of road; turn right across RR. and left.
- 24.3 1.1 First prominent street; turn left 1 block, then right along RR. to center of
- 24.6 0.3 **CAMP POINT**; straight ahead along tracks.
- 24.7 0.1 End of street; jog left across RR. and immediately right, following double line of telephone poles, again straight ahead.
- 29.9 5.2 4-corners; turn right with poles.
- 30.4 0.5 Right-hand road just after road curves left; turn right across RR. for 1 block and then left to center of
- 30.7 0.3 **CLAYTON**—Park on farther right; continue straight through.
- 31.0 0.3 End of street—lane straight ahead; turn right.
- 31.4 0.4 4-corners; turn left with poles going straight ahead across RR. (33.4 m) to
- 34.8 3.4 End of road; turn right up slight grade, passing cemetery and school (on left); turn left and right with road (35.1 m).
- 35.9 1.1 At RR. straight ahead, turn left with poles.
- 36.3 0.4 Jog right and left around school.
- 36.5 0.2 4-corners—church on right; turn right to RR. station.
- 36.7 0.2 **TIMEWELL**; continue straight ahead.
- 37.4 0.7 Left-hand road; turn left, following poles.
- 40.8 3.4 Right-hand road—poles go straight ahead; turn right with main travel, curving left with road (41.3 m), cross RR. (42.6 m).
- 43.0 2.2 Fork; avoid road to the right, keeping straight ahead, bearing slightly right (43.2 m) to center of
- 43.5 0.5 **MT. STERLING**—Court House 1 block to the left; go straight through on Main St., curving slightly left and right out of town, follow telephone poles, bearing left and right across small iron bridge (44.8 m).
- 46.8 3.3 4-corners; turn square left with poles curving right just beyond, follow winding road.
- 50.4 3.6 End of road; turn right.
- 51.4 1.0 4-corners—poles go straight ahead; turn left.
- 51.7 0.3 Turn right with road and left just beyond, curving right
- 51.9 0.2 4-corners—school on right; turn left 1 block and then right to center of
- 52.2 0.3 **RIPLEY**—Park on left; turn left on farther side of Park for 1 block, then right straight out of town. **Caution** for steep down-grade, turning left at foot of hill, curving

Quincy Section

Route 79

- right just beyond, onto long iron bridge (52.6 m), follow winding road and main travel.
- 53.3 1.1 Left-hand road; turn left, running up long winding grade, follow direct road.
- 55.6 2.3 4-corners; turn left and right at school (57.2 m), follow telephone poles.
- 60.4 4.8 End of road; jog left and immediately right with poles straight ahead through edge of town.
- 61.0 0.6 Turn left with poles 2 blocks to center of
- 61.2 0.2 **RUSHVILLE**—Park on right, Court House on left; go straight through 2 blocks beyond Park.
- 61.5 0.3 Turn right; follow direct road. **Caution** for long winding down-grade and corresponding up-grade (62.5 m).
- 65.8 4.3 End of road; turn right, curving left just beyond, straight ahead to end of road at small village of
- 67.5 1.7 **PLEASANT VIEW**; turn left, continue on direct road shortly running down long grade to first 4-corners after passing brick school.
- 70.5 3.0 **FREDERICK**; turn right to first
- 70.7 0.2 Left-hand road; turn left away from bluff, follow main travel straight across Illinois River bottoms.
- 73.5 2.8 End of road; jog left and right along RR. embankment to river edge, where turn right.
- 74.0 0.5 Turn left, cross long iron bridge over Illinois River (toll 50c) to center of
- 74.3 0.3 **BEARDSTOWN**, State & 1st Sts.
R. C. Schell, Stock Michelin Tires.
Continue straight ahead on State St. for 4 blocks.
- 74.5 0.2 **4th St.**—hotel on left; turn left, crossing RRs. (74.8 m), and
- 74.9 0.4 Just beyond second RR. turn right, going straight out of town.
- 75.6 0.7 End of road; turn left, curving right just beyond onto stone road, follow same straight ahead, stone ends (77.0 m); follow sandy dirt road, curving right into small village of
- 79.7 4.1 **BLUFF SPRINGS**; turn left with main travel and telephone poles shortly running along RR.; jog right and left across tracks (80.2 m), recrossing tracks (82.0 m & 84.1 m); road is main travel and almost straight all the way to center of
- 87.2 7.5 **VIRGINIA**—Park on left. Keep straight ahead through town, crossing RR. (98.7 m), follow along north side of tracks with main travel, through small town of **Philadelphia** (93.7 m).
- 99.6 12.4 **ASHLAND**. Direct through with main travel across 2 RRs. Jog slightly right and immediately left, continuing straight ahead to
- 104.8 5.2 **PLEASANT PLAINS**—Business center on left. Straight ahead, avoiding road to right (105.4 m), jog left and

Route 79 A

Quincy Section

- right across tracks (105.8 m), continuing on direct road, recross RR. at **Bradfordton Sta.** (115.3 m), crossing another RR. (118.9 m), keep straight ahead, same thoroughfare becoming Jefferson St., which follow to
- 102.3 15.5 5th St.; turn right 1 block to Court House, center of
- 120.4 0.1 **SPRINGFIELD**, Washington & 5th Sts.

St. Nicholas Hotel, Jefferson & Fourth Sts.

Auto Inn, 513 S. Fourth St.

Springfield Garage Co., 104-108 E. Washington St.

Capital Auto Co., Stock Michelin Tires.

For city map, see page 192. For diverging route, see **Index map**, page 150.

For through connections, see **Graphic Trunk-line chart**, front of book.

Route 79A—Quincy to Springfield, Ill.—136.6 m.

Route map, page 150

Reverse route, No. 84A

Not as direct a route to Springfield as Route No. 79, but will be found very useful to tourists desiring to touch Jacksonville.

Not as direct a route to Springfield as Route 79, but will be found very useful to tourists desiring to touch Jacksonville.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 183.)

- 0.0 0.0 **QUINCY**, Main & 5th Sts.
- For complete running directions on first part of this route see Route 84 to western edge of
- 87.1 87.1 **VIRGINIA**. 1 block before reaching **Park** turn square right, passing large brick school on edge of town (87.5 m).
- 87.7 0.6 Jog right and immediately left, continuing straight south, jogging right and left (93.2 m), running upgrade.
- 94.3 6.6 End of road; turn right.
- 94.5 0.2 First left-hand road; turn left, following main travel to end of road at small village of
- 95.6 1.1 **ARCADIA**. Turn left, running downgrade (96.4 m), cross iron bridge (96.8 m). **Caution** for long winding upgrade just beyond.
- 97.7 2.1 End of road; jog right and immediately left.
- 99.7 2.0 Turn left with road and take first right, continuing straight south, running under RR. (101.9 m), crossing long wooden bridge just beyond, same thoroughfare becomes Main St., which follow across RR. to center of
- 103.3 3.6 **JACKSONVILLE**—Park Square straight ahead.

Turn left and right $\frac{1}{4}$ way around Pk., turning left on State St. with trolley, following same out of town past Illinois Women's College (on right); cross RR. (103.8 m), trolley ends (104.4 m), curve left and right under RR. (104.5 m), avoiding road to the left just beyond. Follow telephone poles on almost straight road.

6

PLEASE do not class the Warner Auto-Meter with other speed indicators. There is a vast difference between a Quality INSTRUMENT like the Warner and the commercial DEVICES frequently offered as "speed indicators" at low prices.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Quincy Section

Route 80

- 107.1 3.8 Bear slightly right, passing church (on left).
- 109.7 2.6 End of road; turn left and next right, just beyond jog left and right with road (112.6 m), continuing straight
- 116.8 7.1 End of road; turn left and take next right, following work of new trolley construction nearly all the way.
- 121.2 4.4 End of road; jog right and immediately left straight to small village of
- 121.4 0.2 **BERLIN**; straight through edge of town over rolling country, cross RR. (132.1 m).
- 133.2 11.8 End of road; turn left, **taking care not to pass**
- 133.3 0.1 Entrance to park; turn sharp right into park, curving right all the way, running downgrade; road curves to the left along lagoon and right upgrade to
- 133.8 0.5 Fork; bear left to first exit out of park.
- 134.2 0.4 Turn right and immediately left out of park into So. Grand Ave., following trolley for a short distance; keep straight ahead across RR. (135.3 m).
- 135.4 1.2 **5th St.**—1 block beyond RR.; turn left, follow trolley straight to Court House, center of
- 136.6 1.2 **SPRINGFIELD**—Washington & 5th Sts.

St. Nicholas Hotel, Jefferson & Fourth Sts.

Auto Inn, 513 S. Fourth St.

Springfield Garage Co., 104-108 E. Washington St.

For city map, see page 192. For diverging routes, see Index map, page 150.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 80—Quincy to Peoria, Ill.—141.1 m.

Route map, page 150

Reverse route, No. 67

The connection for this route between Prairie City and Farmington has not been covered by Blue Book cars, but has been gathered from valuable local information which we believe will be of material use to strangers unacquainted with this section.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 183.)

0.0 0.0 **QUINCY**, Main & 5th Sts.

For complete running directions on first part of this route follow Route No. 77 to

- 91.5 91.5 **PRAIRIE CITY**. Cross RR., go straight ahead out of town.
- 92.5 1.0 End of road; turn left and almost immediately curve right with road, keeping straight ahead where Route No. 77 for Galesburg leaves to the left (93.2 m), following main travel almost straight east on direct road through **Ellisville** (99.7 m), cross RR. (107.6 m) to center of
- 108.6 16.1 **FAIRVIEW**. Straight ahead through town.
- 109.7 1.1 Left-hand road; turn left, bearing right with road (109.9 m), go northeast on angling road.
- 116.2 6.5 End of road; turn right, curving left along RR. for short distance.
- 116.7 0.5 Bear left into road from right.
- 117.5 0.8 4-corners; turn right, straight to center of
- 118.5 1.0 **FARMINGTON**. Brick blocks on right and left.

For complete running directions on rest of this route to Peoria, see Route No. 73.

SPRINGFIELD SECTION

ROUTES 81 TO 85.

Route Center—The Court House, at the intersection of Washington & 5th Sts., has been taken as a starting point for all routes in this section, as it is easily identified and convenient to all hotels and garages; moreover, on through trips all routes must pass this point.

Points of Interest—Springfield, with a population of 73,000, is the county seat of Sangamon County and the capital of the state of Illinois. Probably Springfield is best known as the former home of Abraham Lincoln and the city where he was practicing law when elected President of the United States. His old home, on the corner of 8th and Jackson Sts., is one of the interesting sights of the city, also his law office, where he practiced law. The **Lincoln homestead** is kept up by the state of Illinois and a custodian is in attendance to point out the interesting points to strangers. A trip to Oak Ridge Cemetery is well worth the time, where the Lincoln Monument, erected at a cost of \$200,000, may be seen. The Capitol building, on Capitol Ave., is one of the largest buildings of its kind in the United States. **Camp Butler**, located about nine miles east of Springfield, was occupied by troops at the time of the Civil War. In Douglas Ave. a large stone has been erected at the starting place of General U. S. Grant at the head of one of the largest regiments leaving Illinois at the time of the rebellion. The **State Fair Grounds**, on the north side of the city, are probably the most extensive of their kind in the United States. The fair, which is held annually the first ten days in October, attracts crowds from the entire Middle West. The Illinois National Guard camp grounds are situated here and is known as Camp Lincoln, where the state militia congregate annually. Probably the most prominent among its manufacturing interests is the Illinois Watch Factory, makers of Illinois watches; A. L. Ide & Sons, Springfield Boiler Manufacturing Company, and Racine-Sattley Company.





St. Nicholas Hotel

American, \$2.50 a day; with bath, \$3.00

St. Nicholas Annex

American, \$3 and \$3.50; European, \$1.50 and \$2

POSITIVELY FIREPROOF

JOHN H. McCREERY, Prop.

SPRINGFIELD, ILLINOIS



**The Springfield
GARAGE**

HOME OF THE NEW RAMBLER

104-106-108 E. Washington St.

Springfield, Ill.

BLOCK AND A HALF W. OF C. & A. DEPOT

REPAIRING—REBUILDING—
RETREADING OF TIRES

Storage and Accessories

MODERN

FIREPROOF

AUTO INN

GLENN D. SMITH, Prop.

413-419 South 4th St.

Bell Phone No. 258

SPRINGFIELD, ILL.

Storage Supplies Machine Shop Open All Night

Route 81—Springfield to Bloomington, Ill.—78.1 M.

Route map, page 150

Reverse route, No. 57

Via Riverton and Lincoln; mostly through level country on fairly good dirt roads in dry weather, but very bad in wet weather.

MILEAGES
Total Intermediate

0.0 0.0 **SPRINGFIELD**, Washington & 5th Sts. Go north on 5th St., crossing RRs. (0.1 m & 0.8 m).

0.9 0.9 **Grand Ave.** Turn right for 3 blocks (trolley comes in from the right on 7th St.).

1.2 0.3 **8th St.** Turn left on brick pavement (leaving trolley), cross RR. (1.4 m).

2.2 1.0 **4-corners—State Fairgrounds** on farther right; turn right



Everything Modern and Up-To-Date

Rooms With Private Bath

Rates \$2.00 and \$2.50 Per Day

MOTORISTS WELCOME TO LINCOLN'S LEAD'NG HOTEL

New Commercial

A. CLARK & CO., Proprietors

So. Chicago Street

Lincoln, Illinois

- along Fairgrounds, cross RR. (2.7 m, 2.8 m & 3.5 m); cross RR. and trolley (4.3 m) and RR. (4.7 m);
- 4.8 2.6 End of road; turn left and immediately right, still on direct road, cross trolley and RR. (5.8 m), pass cemetery (on left—6.8 m) running downgrade; **caution** for sharp left turn at bottom. Follow winding but direct road, cross 2 iron bridges, pass electric power station (on left—8.1 m), cross trolley just beyond; curve right with same.
- 8.3 3.5 4-corners—trolley station on right; turn left 1 block to
- 8.4 0.1 **RIVERTON**—4-corners; turn right.
- 8.6 0.2 End of street—brick school on right; turn left, follow direct road straight ahead, cross RR. (8.8 m) (telephone poles leave to the right—9.5 m); take right-hand road at
- 10.0 1.4 **SPAULDING**—station over to the left across tracks; turn right past cemetery (on left—11.4 m), running upgrade
- 12.0 2.0 Left-hand road; turn left around hedge.
- 12.4 0.4 End of road; turn right to next
- 13.0 0.6 Left-hand road (poor road straight ahead); turn left, under RR. (13.8 m); continue straight ahead on grass-grown road for a short distance, pass school (on left—16.9 m).
- 17.4 4.4 End of road; turn right with telephone poles,
- 17.9 0.5 Left-hand road; turn left with poles, passing brick school (on right—23.3 m).
- 23.4 5.5 Left-hand road; turn left, straight through across trolley and RR. at **Elkhart** (23.5 m), curve right with road, pass elevator (on right); straight ahead (heavy telephone line comes in from the left—25.5 m); follow same to
- 28.4 5.0 Right-hand road; turn right with poles to
- 29.6 1.2 Left-hand road; turn left with poles to
- 30.6 1.0 Right-hand road; turn right, still with poles, bearing left with road (32.9 m).
- 33.8 3.2 End of road; turn right.
- 34.8 1.0 End of road; turn left, follow poles, to
- 35.6 0.8 3-corners; turn left, still with poles, through covered wooden bridge (36.0 m). **Caution** for winding upgrade out of bridge, curve left at top onto brick pavement, follow same past cemeteries on opposite sides of the road; pass asylum (on right), cross RR. to
- 36.9 1.3 3rd St., second turn after RR.; turn right, cross trolley, curving left with street (37.7 m) onto Sangamon St., which follow along tracks (station on right).
- 37.9 1.0 Main St. Turn right, cross tracks to Court House, center

Springfield Section

Route 82

- 38.0 0.1 **LINCOLN**, Main & McLean Sts.
 New Commercial Hotel, opposite station.
 Turn left on McLean St., passing park (on left) to
- 38.4 0.4 4-corners; turn right with main travel.
- 38.5 0.1 End of street—meeting telephone line; turn left.
- 38.7 0.2 Irregular 4-corners; turn right with telephone line, following same across RR. just beyond; straight ahead
- 45.5 6.8 4-corners—school on farther left; turn left, leaving telephone line, pass school (on left—47.5 m); turn right with road (49.6 m) and left (49.8 m), pass white church (on right—49.9 m); cross 2 prominent iron bridges (50.1 m), jog left and right with road (50.5 m), curving left around farmhouse just beyond;
- 50.8 5.3 End of road; jog left and immediately right, curving left and right with road (51.2 m), running down slight grade;
- 52.4 1.6 4-corners (road straight ahead leads into Atlanta); turn right up slight grade, to
- 53.1 0.7 Left-hand road; turn left with main telephone line; cross RR. (53.7 m). Straight through prominent 4-corners (54.1 m), cross RR. (55.2 m).
- 57.6 4.5 End of road; turn right with poles, cross RR. (59.8 m), running onto macadam (60.0 m). (Road to the left leads into McLean.) Continue straight ahead to
- 64.0 6.4 Left-hand road just after passing prominent farmhouse with windmill (on right); turn left, shortly bearing right along RR. (68.5 m), follow same to
- 71.3 7.3 **SHIRLEY**,—station on left; continue straight along tracks, curving right away from same (73.2 m) to
- 73.6 2.3 End of road; turn left with telephone poles to
- 76.0 2.4 6-corners; turn left with main travel and telephone line, shortly running onto asphalt pavement on Morris Ave., which follow past lake and amusement park (on right).
- 76.8 0.8 **Wood St.**—at farther side of park; turn right on brick
- 77.5 0.7 **Main St.**—iron watering trough on farther left; turn left, cross RR. (77.7 m) to Court House, center of
- 78.1 0.6 **BLOOMINGTON**, Main & Jefferson Sts.

Peoples Restaurant, 115 E. Jefferson St.

Murray & Velde Garage, 205 So. East St.

For city map, see page 148. For diverging routes, see **Index** map, page 150.

For through connections, see **Trunk-line Index** map, front of book.

Route 82—Springfield to Peoria, Ill.—69.4 m.

Route map, page 150

Reverse route, No. 65

Via Middletown and Delavan. Practically all the way on natural dirt road; good except after heavy rains.

MILEAGES
 Total Intermediate

(For this and optional exits, see city map, page 192.)

0.0 0.0 **SPRINGFIELD**, Washington & 5th Sts.

From Court House (on right) go north on 5th St., crossing RR. (0.8 m).

1.0 1.0 **N. Grand Boulevard**; small brick church on farther right; turn right, recrossing RR., going 1 block beyond.

1.2 0.2 **Eighth St.**; turn left on brick pavement, leaving trolley, recross RR. again (1.4 m).

Route 82**Springfield Section**

- 2.2 1.0 4-corners; State Fair Grounds on farther right; turn right, following brick pavement.
- 2.6 0.4 At farther edge of Fair Grounds turn left, crossing RR., keeping straight ahead with main travel, curving right under RR. (3.7 m), running upgrade just beyond.
- 5.1 2.5 Left-hand road just after curving right past school (on left); turn left downgrade on short sandy stretch across river bottoms. **Caution** for rather rough upgrade just after leaving second iron bridge.
- 7.6 2.5 End of road; school on right; turn left to next
- 7.8 0.2 Right-hand road; turn right, go straight north for over 7 miles.
- 15.0 7.2 End of road; turn right a short distance only.
- 15.2 0.2 Road straight ahead leads into Fancy Prairie; **turn left**, jogging right and left with road (15.4 m), continue straight north for nearly 7 miles, turning right with road (21.9 m).
- 22.7 7.5 Turn left with main travel to center of
- 23.0 0.3 **MIDDLETOWN**—park on right.
Turn right around park.
- 23.2 0.2 End of street at RR.; turn left along tracks, straight out of town.
- 24.5 1.3 Turn right across RR., following main travel across numerous iron bridges over Salt River; continue straight north on direct road, crossing RR. at **New Holland** (29.1 m).
- 32.5 8.0 End of road; turn left short distance, turning right with poles, going straight ahead through all cross-roads for over 9 miles, passing **San Jose** over to the left about a mile (37.6 m), cross RR. (38.9 m).
- 42.0 9.5 Prominent cross-road—school on left; turn right, straight across RR. to center of
- 44.0 2.0 **DEHAVAN**. Turn left nearly $\frac{1}{2}$ mile.
- 44.4 0.4 At prominent street northern edge of town turn right over RR. bridge for 1 mile.
- 45.4 1.0 4-corners; turn left, crossing RR. (45.6 m), go straight north on main traveled road. **Caution** for winding downgrade across iron bridge over Mackinaw River (50.5 m), running upgrade out of valley, curving slightly left into
- 52.8 7.4 **DILLON**. Keep straight ahead through town.
- 54.3 1.5 End of road; jog right and take next left, go straight north on direct road, crossing RR. (57.3 m) and again (60.2 m), going straight through small town of **Grove-land** (61.0 m). **Caution** for long winding downgrade (66.0 m).
- 66.9 12.6 At foot of hill turn left, crossing iron bridge and RR. to center of
- 67.2 0.3 **East Peoria**. Meet trolley and brick pavement, go straight ahead with same on Washington St.—trolley leaves to the left (68.2 m), cross iron bridge just beyond

Springfield Section

Route 83

and RR. (68.7 m) onto temporary bridge over Illinois River, leaving same, cross RR. onto Bridge St., which follow upgrade.

69.0 1.8 **Adams St.**; turn right to Court House, center of

69.4 0.4 **PEORIA**, Main & Adams St.

The National Hotel, north side of Court House.

Turnbull Garage, 221 S. Madison Ave.

Fisher Buggy Co., 125 So. Wash. St., **Stock Michelin Tires.**

For city map, see page 162. For diverging routes, see Index map, page 150.

For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 83—Springfield, Ill., to St. Louis, Mo.—108.7 M.

Route map, page 150

Reverse route, No. 601

Via Litchfield, Edwardsville, Collinsville and E. St. Louis. Through level country; mostly unimproved prairie road practically the entire distance; fairly good in settled weather, but almost impassable in wet weather.

Descriptive Outline—Going straight south from Springfield through Litchfield, the route runs through the coal regions of southern Illinois, where the mining interests in certain localities seem to predominate over agriculture. Passing through Edwardsville and Collinsville, evidences of this being one of the earliest settled sections of the state are easily discernible.

MILEAGES		(For this and optional exits, see Springfield city map, page 192.)
Total	Intermediate	
0.0	0.0	SPRINGFIELD , Washington & 5th Sts., Court House on left. Go south on 5th St. for 2 blocks,
0.2	0.2	Monroe St. ; turn left 1 block, where turn right on 6th St., follow same straight south (pavement ends, 1909) (1.5 m), cross RRs. (1.9 m & 2.6 m); turn left with road (3.1 m) to
3.3	3.1	Right-hand road; turn right.
5.3	2.0	End of road; turn left with telephone poles, bearing right with road (5.8 m), jogging left and right (7.8 m), pass Cotton Hill store (on left—8.1 m), running under RR. just beyond. Caution for sharp left turn out of covered wooden bridge (8.4 m), curving right upgrade (avoid road to the left—8.5 m). Continue straight ahead with main travel.
10.0	4.7	End of road; turn right to first
10.3	0.3	Left-hand road; turn left.
13.3	3.0	End of road; turn right for 1 mile,
14.3	1.0	Left-hand road—white church on farther left (road straight ahead leads into Glenarm); turn left,
15.3	1.0	Jog left and immediately right, crossing RR. (16.8 m), curving right and left through covered wooden bridge (17.4 m). Road is straight south through all cross-roads, passing a number of small towns which are located on the RR. about ½ mile to the right; pass church and school on opposite sides of the road (22.8 m), bear left and right across iron bridge (27.3 m), jogging right and left with road (33.2 m).

WOLVERINE

OIL

WOLVERINE LUBRICANTS CO. OF N.Y.
80 BROAD STREET

The railroads who are the largest users of lubricating oils buy their oils by the mile. Cheap is a two-edged word.

Route 83

Springfield Section

- 36.1 20.8 End of road; jog left and immediately right, bearing left with road (36.4 m), and right just beyond; turning right to
- 36.8 0.7 Left-hand road; turn left, running through woods, cross iron bridge, pass church (on left—37.3 m); turn left with road (41.4 m).
- 41.5 4.7 Right-hand road—RR. straight ahead; turn right, cross tracks,
- 42.0 0.5 End of road; turn right past white church, and left just beyond,
- 43.6 1.6 End of road; turn right, and next left a short distance beyond; follow direct road to first prominent turn to the right leading into town;
- 44.8 1.2 Right-hand road; turn right with main travel to
- 45.0 0.2 State St.; turn left on same with brick pavement to Library, center of
- 45.8 0.8 **LITCHFIELD**, State & Union Sts.
Keep straight ahead on State St., crossing RR. (46.2 m), jogging left and right with road at pumping station (46.8 m).
- 47.2 1.4 Jog right and left with road crossing tracks, continuing straight south.
- 48.9 1.7 End of road; turn right, taking next left.
- 51.0 2.1 New right-hand road; turn right to next
- 51.8 0.8 Left-hand road; turn left.
- 53.9 2.1 Right-hand road; turn right with main travel direct, crossing a number of RRs. to center of
- 56.4 2.5 **MT. OLIVE**. Keep straight ahead through town to
- 56.7 0.3 At Park on farther right turn left.
- 57.2 0.5 End of road,—RR. straight ahead; turn right, following along tracks; cross branch RR. (57.7 m), curving right to
- 58.8 1.6 End of road; turn left, cross trolley and RR. (59.5 m) and RR. (59.8 m).
- 60.3 1.5 End of road; turn right, cross RR. (60.7 m).
- 60.8 0.5 End of road; turn left across tracks to first
- 61.2 0.4 Right-hand road; turn right with poles,—crossing RRs. (61.7 m & 62.3 m) (trolleys come in from the right); straight ahead with trolleys, same thorofare becoming Main St., which follow to center of
- 62.9 1.7 **STAUNTON**. Go 1 block beyond where trolley turns, and turn left 1 block to
- 63.0 0.1 4-corners; turn right.
- 63.1 0.1 Turn left with main travel.
- 63.3 0.2 End of street—brick school straight ahead; turn right to
- 63.5 0.2 Left-hand road; turn left, and right just beyond.
- 63.8 0.3 End of road—saloon straight ahead; turn left, meeting telephone line; follow same, curving right with road (64.0 m), and left (64.3 m); cross trolley and RR. (65.5 m), and second RR. just beyond to
- 67.4 3.6 End of road—school and church on right; turn right with poles, cross RR. (68.4 m). RR. and trolley (68.6 m) to

Springfield Section

Route 83

- 69.2 1.8 Prominent 4-corners; turn left, still with poles, curving right along RR. tracks, where trolley goes under RR. (70.0 m); follow along tracks, jogging left and immediately right (70.7 m) to
- 70.8 1.6 **WORDEN**—station on left; just beyond station bear right at grain elevator.
- 71.0 0.2 Diagonal cross-road—hardware store on farther right; turn left to
- 71.1 0.1 Prominent 4-corners—church a short distance ahead on left; turn right, curving left with road just beyond (telephone line comes in from the right); **caution** for sharp left and right turns under RR. (72.2 m). Avoid road to the left (72.6 m). Curve left and right across RR. (73.1 m).
- 74.4 3.3 End of road; turn right with poles.
- 75.6 1.2 End of road—church straight ahead (small town of **Carpenter** on the right); turn left with poles.
- 77.0 1.4 End of road (poles leave to the right); turn left to next
- 77.4 0.4 Right-hand road; turn right, follow direct road winding through woods, cross RR. tracks (78.2 m)—(meeting trolleys from the left) curve right along same for a short distance, bearing right and left down heavy grade (81.4 m), crossing 2 iron bridges, running upgrade out of valley; bearing left with road at top; curving right onto brick pavement (82.6 m); follow same with trolley to
- 82.8 5.4 **Hillsboro Ave.**; turn right with trolley, cross RR. to Court House, center of
- 83.4 0.6 **EDWARDSVILLE**, Main St. & Hillsboro Ave.; turn left on Main St., curving left with trolley a short distance beyond on Vandalia St.
- 83.6 0.2 **S. Buchanan St.** At farther side of park (on right) turn right with trolley around park, crossing RR. (84.1 m) to
- 85.7 2.1 End of road—trolley leaves to the right; turn left with single telephone line to
- 85.9 0.2 Right-hand road; turn right with poles, cross RR. (86.2 m).
- 86.4 0.5 End of road; turn left, re-crossing RR., curving right with road a short distance beyond, running over RR. bridge (87.3 m); **caution** not to pass
- 88.2 1.8 Right-hand road—poles go straight ahead; road to the right looks poor for a short distance, but **turn right**, curving left just beyond. Avoid road to the right (88.4 m); cross RR. (88.6 m), running along tracks to
- 89.4 1.2 End of road; turn right.
- 90.4 1.0 Prominent left-hand road (old signpost "To Marysville"); turn left, curving right with road just beyond;
- 91.1 0.7 End of road—car barns over to the right; turn left along trolley, jogging right and left across same (91.4 m) into
- 91.6 0.5 **MARYSVILLE**; cross trolley and turn immediately right, following along same; cross RR. (91.9 m); curving right

Route 84

Springfield Section

- at Troy Road station (92.7 m); follow trolley on direct road, curving left onto brick pavement (95.4 m).
- 95.7 4.1 Jog right and immediately left on Vandalia St. to center of (trolleys leave to the right and left)
- 95.8 0.1 **COLLINSVILLE**, Main & Vandalia Sts.; turn right on Main St., follow trolley.
- 96.4 0.6 Prominent left-hand street—St. Louis Road—turn left with trolleys, following same; curve right down long grade (97.5 m), bearing slightly left at the bottom past small power station, running onto old stone dike (100.6 m) (trolley leaves to the left—104.1 m); cross iron bridge just beyond; turn left over 2 RRs. to
- 104.3 7.9 4-corners immediately beyond second RR.; turn right with main travel, crossing RR. (104.5 m & 104.6 m), running under trolley (104.8 m), same thoroughfare becoming 9th St., which follow across RR. (105.2 m) to
- 105.4 1.1 End of street—brick laundry building straight ahead; jog right and immediately left, still on 9th St.; pass 2 large high schools (on left—105.7 m) to
- 106.2 0.8 **Missouri Ave.** (trolley line); turn right, following trolleys straight ahead to City Hall in
- 106.8 0.6 **E. ST. LOUIS**; turn left on 3rd St.
- 106.9 0.1 **Broadway**; turn right upgrade over RR. bridge, running under RR. (107.3 m); immediately turn left onto bridge over Mississippi River (toll 20c to 30c)—cross bridge, running off western end onto Washington St.; follow same straight ahead across Broadway at business center (108.3 m) to 12th St.
- 108.7 1.8 **ST. LOUIS**, Washington & 12th Sts.

St. Louis Taxicab Co., 12th & Chestnut.

Haynes Automobile Co., 4123 Olive St., Stock Michelin Tires.

For city map, see page 968. For diverging routes, see Index map, page 150.

Route 84—Springfield to Quincy, Ill.—120.4 m.

Route map, page 150

Reverse route, No. 79

Via Virginia, Beardstown and Rushville. First part to Beardstown being a direct route over good road, with one or two sandy stretches between Virginia and Beardstown. Rest of the way largely good clay surface in dry weather over rolling country.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 192)

0.0 0.0 **SPRINGFIELD**, Washington & 5th Sts.

From Court House go north 1 block on 5th St., turning left into Jefferson St., which follow straight out of town, crossing RR. (1.5 m) and again at **Bradfordton Sta.** (5.1 m), continuing on direct road; jog left and right across track (14.6 m).

15.6 15.6 **PLEASANT PLAINS**—business center to the right. Continue straight ahead with main travel.

20.0 4.4 Jog right and left with road into

20.8 0.8 **ASHLAND**. Direct through with main travel, crossing 2 RRs., follow along north side of tracks, through small town of **Philadelphia** (26.7 m), crossing RR. (30.7 m) to center of

- 33.2 12.4 **VIRGINIA**—park on right. Keep straight ahead out of town, jogging right and left with road (35.1 m), following along tracks, cross same at elevator (36.3 m), re-crossing same (38.4 m) and again (40.2 m), bearing slightly right into small town of
- 40.7 7.5 **BLUFF SPRINGS**. Curve right and immediately left, continuing on direct road with poles and main travel over sandy stretch for short distance, running onto stone road (43.5 m).
- 44.8 4.1 Right-hand road immediately after road curves left—RR. straight ahead; turn right, going into town on rather poor street.
- 45.5 0.7 **4th St.** (brick pavement); turn left across RR. at station, crossing another RR. (45.6 m) to
- 45.9 0.4 **State St.**—small hotel on right; turn right to center of
- 46.1 0.2 **BEARDSTOWN**, State & 1st Sts.
 B. C. Schell, Stock Michelin Tires.
 Keep straight ahead on State St., crossing long iron bridge over Illinois River (toll 50c).
- 46.4 0.3 Leaving bridge, turn right with main travel along river, taking next left along RR. embankment.
- 46.9 0.5 Jog left and right, going across Illinois river bottom on built-up road direct to
- 49.7 2.8 End of road; turn right to center of
- 49.9 0.2 **FREDERICK**. Turn left, passing brick school, running up long winding grade. Road is direct to small town of
- 52.9 3.0 **PLEASANT VIEW**. 1 short block beyond stores turn right, follow angling road.
- 54.6 1.7 Turn left with main travel, shortly running down long winding grade across iron bridge, running upgrade out of valley, keeping straight ahead to
- 58.9 4.3 Turn left on main street to center of
- 59.2 0.3 **RUSHVILLE**—Court House on right, park on left. Continue straight ahead 2 blocks from park.
- 59.4 0.2 Turn right, straight out of town.
- 60.0 0.6 End of road; jog right and immediately left with poles, keeping straight ahead with same on main traveled road, turning right at school house (63.2 m). **Take care not to pass**
- 64.8 4.8 4-corners; turn right, curving left at school (65.3 m), straight ahead over rolling country. **Caution** for long winding downgrade (66.6 m).
- 67.1 2.3 End of road; turn right with main travel, curving left with road just beyond.
- 67.4 0.3 Turn left with main travel, shortly crossing long iron bridge.
- 67.9 0.5 Just after leaving bridge turn right up long grade into
- 68.2 0.3 **RIPLEY**—park on left. Turn left around park, turning right at farther side for 1 block.
- 68.4 0.2 At church on farther right turn left 1 block and next right with main travel all the way.

Route 84

Springfield Section

- 68.7 0.3 Fork; bear left, **taking care not to pass**
- 69.0 0.3 4-corners; turn right, meeting telephone line.
- 70.0 1.0 Left-hand road—poor road ahead; turn left with poles, follow same on winding but direct road.
- 73.6 3.6 4-corners—garage sign on left; turn right with poles following same straight ahead to
- 76.4 2.8 Fork—edge of town; bear left to center of
- 76.9 0.5 **MT. STERLING**—Court House 1 block to the right.
Keep straight ahead through town.
- 77.2 0.3 5-corners at edge of town; bear left on middle road, crossing RR. (77.8 m)—telephone poles leave to the right (78.6 m). Keep straight ahead, curving right with road ½ mile beyond to
- 79.6 2.4 End of road; turn left, meeting telephone line; go straight
- 83.0 3.4 End of road; turn right, crossing RR. at
- 83.7 0.7 **TIMEWELL**. Go straight ahead from station about 2 blocks to
- 83.9 0.2 At church (on left) turn left, jogging right and left around school (84.1 m), with main travel all the way.
- 84.5 0.6 End of road; turn right with poles and left with road (85.2 m), turning right at top of short grade.
- 85.6 1.1 Just after passing school and cemetery (on right) turn left, crossing RR. (87.0 m).
- 89.0 3.4 4-corners; turn right with main travel and poles.
- 89.4 0.4 Turn left on main street to center of
- 89.7 0.3 **CLAYTON**—park on left. Go 1 block beyond park, turn right between church and school across RR.
- 90.0 0.3 End of street; jog left and right, following telephone poles.
- 90.5 0.5 4-corners; turn left with poles, following same straight ahead on direct road to end in
- 95.7 5.2 **CAMP POINT**—station on left. Jog left across tracks and immediately right through center of town, running along RR.
- 96.0 0.3 At water tank (on right) turn left 1 block and then right, going straight out of town.
- 97.1 1.1 End of road; turn right across tracks and left just beyond, still with poles; follow same over very rolling country but no bad hills, turning left with road (100.2 m) and right (100.7 m), straight through northern edge of **Coatsburg** (101.2 m).
- 103.2 6.1 4-corners; turn left with poles and main travel into
- 104.0 0.8 **PALOMA**. At RR. turn right along tracks, passing station.
- 104.5 0.5 Turn left with poles across tracks, going ahead ½ mile.
- 105.0 0.5 4-corners; turn right.
- 106.0 1.0 End of road; jog right across RR., turning sharp left immediately beyond, following 2-arm telephone poles.
- 107.5 1.5 Turn left with main travel and poles, following same with numerous turns.

Springfield Section

Route 84 A

- 107.9 0.4 At school (on left) turn right.
- 108.1 0.2 At church turn left to
- 108.3 0.2 **FOWLER**—RR. straight ahead. Turn right along tracks, following 2 lines of telephone poles with main travel.
- 110.4 2.1 4-corners; turn left with 2-arm poles for 1 mile.
- 111.4 1.0 4-corners—school on left; turn right, still with poles.
- 112.3 0.9 End of road; turn left.
- 113.3 1.0 End of road; turn right to first
- 113.8 0.5 Left-hand road—small town hall on right; turn left over RR. bridge (114.4 m), follow poles on main traveled road.
- 117.3 3.5 End of road; turn left
- 117.5 0.2 4-corners—blacksmith shop on left; turn right, go straight ahead, same thoroughfare becoming Broadway, which follow with trolley.
- 119.8 2.3 **8th St.**; turn left with trolley to
- 120.1 0.3 **Maine St.**; turn right to center of
- 120.4 0.3 **QUINCY**, Maine & Fifth Sts.—park on farther right.

Nichols Motor car Co., 1707 Main St.

Massie & Sons, 219 N. 4th St., Stock Michelin Tires.

Quincy Garage, 410 Vermont St., Stock Michelin Tires.

For city map, see page 183. For diverging routes, see Index map, page 150.

For through connections, see Graphic Trunk-line chart, front of book.

Route 84A—Springfield to Quincy via Jacksonville.

Route map, page 150

Reverse route, No. 79A

(For this and optional exits, see city map, page 192.)

MILEAGES
Total Intermediate

- 0.0 0.0 **SPRINGFIELD**, Washington & 5th Sts.—Court House on left. Go south on 5th St. with trolley.
- 1.2 1.2 **Grand Boulevard**; turn right, crossing RR., meeting trolley from the right short distance beyond, follow same straight ahead.
- 2.4 1.2 Entrance to park; turn right across trolley, bearing left just after entering park, curving right with main drive.
- 2.8 0.4 Forks, at foot of grade; bear slightly right upgrade to edge of park.
- 3.3 0.5 Curve left out of park, **keeping sharp** left to first
- 3.4 0.1 Right-hand road; turn right with main travel, crossing RR. (4.5 m), go straight ahead through all intersecting roads.
- 7.8 4.4 Fork—small store in angle; bear left with main travel downgrade at new trolley fill, running upgrade just beyond, continue straight ahead on direct road through northern edge of **Berlin** (15.2 m), jogging right and left (15.4 m), running downgrade across iron bridge at another trolley fill (17.2 m).
- 19.6 11.8 End of road; turn left to first
- 19.8 0.2 Right-hand road; turn right, still with main travel, following new trolley line practically all the way.
- 26.8 7.0 Jog left and next right through irregular 4-corners, follow winding but direct road curving left under RR. (32.1 m) and right just beyond, meeting trolley line; follow same on brick pavement across RR. (32.8 m), passing buildings of the Illinois Women's College, straight ahead

Route 85**Springfield Section**

33.3 6.5 **JACKSONVILLE**—park in square.

Turn right and left quarter way around square, turning right into North Main St., follow trolley straight north across RR. (33.7 m)—trolley leaves to the right (34.1 m). Continue straight ahead across long wooden bridge under RR. just beyond (34.7 m).

36.9 3.6 Jog left and immediately right; follow winding but direct road.

38.9 2.0 Jog right and left through irregular 4-corners with telephone poles. **Caution** for long winding downgrade across iron bridge (39.8 m), running upgrade a short distance beyond, straight ahead to center of

41.0 2.1 **ARCADIA**. Turn right with telephone poles.

42.1 1.1 End of road; turn right with main travel to next

42.3 0.2 Left-hand road; turn left. **Caution** for winding downgrade with sharp right and left turns at the bottom, around school house (43.0 m), running upgrade out of valley, going straight ahead on direct road.

48.9 6.6 End of road; jog right and left straight ahead past high school (on left—49.2 m), straight ahead to edge of

49.6 0.7 **VIRGINIA**—business center 1 block to the right.

At this point meet Route No. 84, from Springfield, which follow the remainder of the way to Quincy.

Route 85—Springfield to Champaign, Ill.—98.5 m.

Route map, page 150

Reverse route, No. 85R

Via Decatur, Moroa and Monticello. Over mostly good natural roads in dry weather with several miles of gravel both sides of Decatur.

Descriptive Outline—This route runs almost due east through numerous small towns and rich farming country to the thriving city of **Decatur**. A great deal of Lincoln history is connected with this city, and about seven miles southwest of the city is the old Lincoln cabin, which is still kept intact. The original log court house, which served as the first county seat for Macon County, is kept in Fairview Park; here at one time Lincoln practiced law. Millikin University is also located here. Col. R. J. Oglesby, three times governor of Illinois, was first president of the village in 1836.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 192.)

0.0	0.0	SPRINGFIELD , 6th & Washington Sts., Court House on right. Go east on Washington St., crossing RR. (0.4 m)—trolley leaves to the right just beyond. Cross second RR. (1.0 m), passing Standard Oil Co. plant (on right) to
1.2	1.2	End of street at Prairie Ave. Jog left and immediately right, cross interurban trolley tracks; follow direct road to
3.2	2.0	Left-hand branch road; turn left, following main travel, bearing slightly right, cross Sangamon River (6.0 m) to
8.0	4.8	3rd left-hand turn after crossing river; turn left, cross RR. to center of
10.0	2.0	DAWSON ,—4-corners; turn right,
10.3	0.3	Turn right, re-crossing RR., and left just beyond with road, running along trolley, straight through
14.0	3.7	BUFFALO , to

Springfield Section

Route 85

- 19.0 5.0 **LANESVILLE.** Continue straight ahead, still with trolley.
- 23.5 4.5 Turn left with road, cross RR., bearing right to center of
- 24.0 0.5 **ILLIOPOLIS.** Straight through center of town, to
- 24.2 0.2 End of street; turn left, and next right just beyond, for 3 blocks.
- 24.5 0.3 4-corners; turn left to
- 25.0 0.5 Prominent 4-corners; turn right on direct road for about 5 miles, where turn right with road to center of
- 30.5 5.5 **MANTIC**—4-corners; turn left, bearing right with street just beyond in front of coal mine; cross RR. and trolley.
- 31.5 1.0 End of road; turn left, jogging left and right (33.5 m).
- 35.0 3.5 End of road,—cemetery straight ahead,—town of **Harris-town** over to the left; turn right and next left, following direct road, shortly turning onto good gravel, same thoro-fare becoming Main St., which follow to center of
- 42.0 7.0 **DECATUR**, Lincoln Square.
 St. Nicholas Hotel, south side of Square.
 The Fireproof Garage, 1 block south of Square.
 Holabird & Neal, 240 East Wood St., **Stock Michelin Tires.**
 See city map, page 206.
 Continue across Square on Main St. for 1 short block, where turn left on Water St., following same straight north out of town for 13 miles.
- 55.0 13.0 **MOROA**—trolley station ahead on right. Turn right through center of town, crossing RR. (55.2 m), jogging left and right with main travel (55.5 m) and go straight east for over 19 miles through all cross-roads.
- 74.2 19.2 End of road; turn right about ½ mile.
- 74.8 0.6 Turn left down slight grade across long wooden bridge, keeping straight ahead with main travel, under RR. (75.6 m), turning right with street just beyond.
- 75.8 1.0 Just after runing upgrade, turn left at Syrup of Pepsin Bldg. to center of
- 76.0 0.2 **MONTICELLO**—Court House on right.
 Keep straight ahead on Washington St. Road is practically straight east for over 16 miles, curving slightly right and left through irregular 4-corners (87.4 m).
- 92.2 16.2 End of road—RR. straight ahead; turn left along tracks, through small town of **Savoy** (94.3 m), bearing left away from RR. (97.7 m), meet trolley from the left, follow same on Neil St., center of
- 98.5 6.3 **CHAMPAIGN**, Neil and Main Sts.
 Twin City Motor Co., 103 West Hill St., **Stock Michelin Tires.**
 For city map, see page 207. For diverging routes, see Index map, page 150.
 For through connections, see Graphic Trunk-line chart, inside front cover.

WOLVERINE OIL

WOLVERINE LUBRICANTS CO. OF N.Y.
30 BROAD STREET

Wolverine grease
is just as good as
Wolverine oil



ST. NICHOLAS HOTEL

CHAS. LAUX, Prop.

Lincoln Square, **DECATUR, ILL.**

Motorists' Headquarters

All Modern Conveniences



FIREPROOF GARAGE

L. C. SHELLABARGER, Prop.

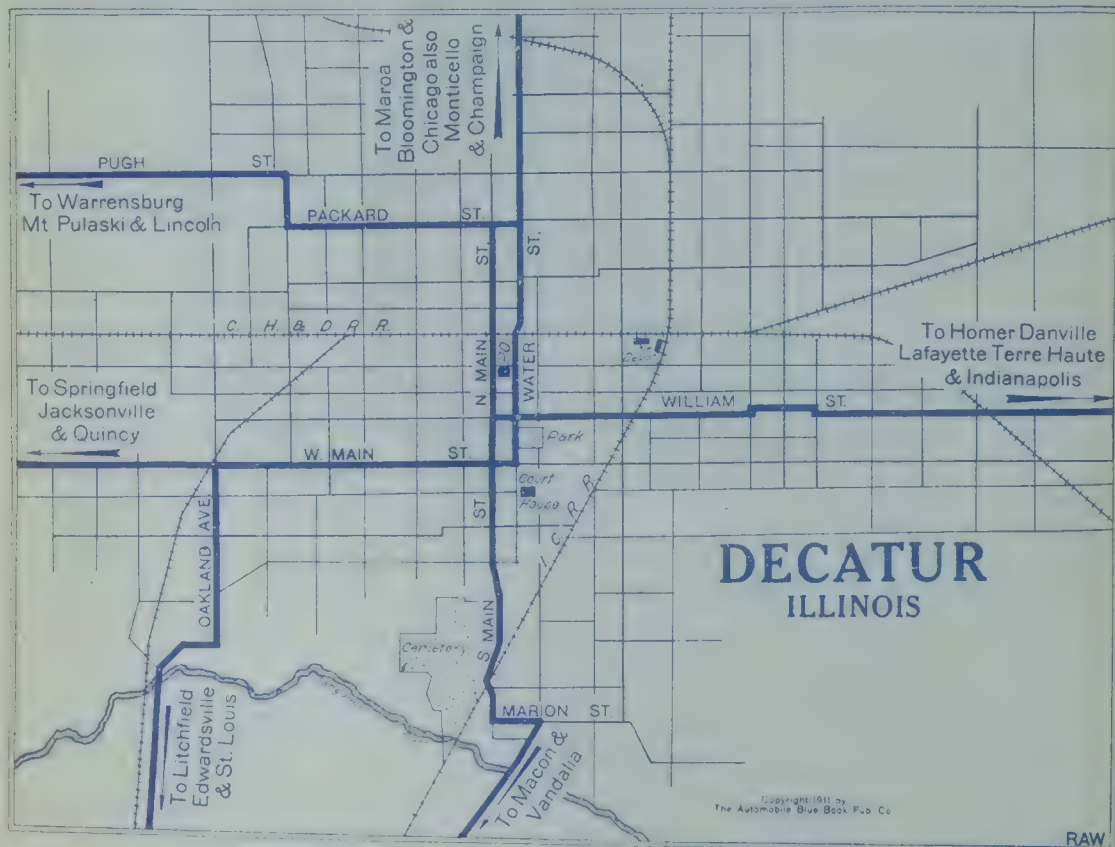
Decatur, Illinois

REPAIRING ACCESSORIES STORAGE

2d Block South of St. Nicholas Hotel

Special Accommodations for Tour-
ists in the way of Waiting
and Toilet Rooms

Open Day and Night



Route 85R—Champaign to Springfield, Ill.—98.5 m.

Route map, page 150

Reverse route, No. 85

Via Monticello, Moroa and Decatur. Mostly good natural road in dry weather, with fine stretches of gravel both sides of Decatur.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 207.)

0.0 0.0 **CHAMPAIGN**, Neal & Main Sts.

Go south on Neal St., with trolley, keeping straight ahead where trolley leaves to the right (0.7 m), following along I. C. tracks through small town of **Savoy** (4.2 m). **Take care not to pass**

6.3 6.3 Right-hand road; turn right, go straight east for over



- 16 miles, jogging slightly right and left through 4-corners (11.1 m) to center of
- 22.6 16.3 **MONTICELLO**—Court House on left.
- 22.7 0.1 Keep straight ahead on Washington St., running up at top of grade turn right around Syrup of Pepsin Bldg., running downgrade under RR., crossing new concrete bridge, straight ahead with main travel.
- 23.7 1.0 End of road just after crossing long iron bridge; turn right about $\frac{1}{2}$ mile.
- 24.3 0.6 Left-hand road; turn left, go straight west for nearly 19 miles.
- 43.0 18.7 End of road; jog left and right with main travel, crossing RR. (43.3 m) to trolley tracks in
- 43.5 0.5 **MOROA**—1 block beyond center of town. Turn left and follow trolley straight out of town, going straight south for about 13 miles, same thorofare becoming Water St.,
- 56.4 12.9 **East Main St.**; turn right to center of
- 56.5 0.1 **DECATUR**, Lincoln Square.
- St. Nicholas Hotel, south side of Square.
The Fireproof Garage, 1 block south of Square.
Holabird & Neal, 240 East Wood St., **Stock Michelin Tires.**
Curve right and left around fountain, keeping straight west on Main St. Road is direct for nearly 7 miles.
- 63.3 6.8 End of road; turn right and next left just beyond at cemetery, leaving **Harristown** over to the right, jog left and right with road (65.0 m).
- 67.0 3.7 Right-hand road; turn right, cross trolley and RR., turning left with road (67.9 m), pass coal mine (on right).
- 68.0 1.0 **MANTIC**—4-corners; turn right, follow main travel, turning left with road (68.5 m). Straight ahead for about 5 miles to
- 73.5 5.5 4-corners; turn left for half a mile.
- 74.0 0.5 4-corners; turn right 3 blocks.

Route 86

Champaign Section

- 74.3 0.3 4-corners; turn left and next right to center of
- 74.5 0.2 **ILLIOPOLIS.** Straight through, turning right just beyond center of town, cross RR., turning right with road (75.0 m), along trolley line, follow same straight through
- 79.5 5.0 **LANESVILLE.** Straight through, follow direct road to
- 84.5 5.0 **BUFFALO.** Continue straight ahead with trolley.
- 88.0 3.5 Turn right away from trolley, cross RR. to
- 88.2 0.2 Left-hand road; turn left to center of
- 88.5 0.3 **DAWSON**—4-corners. Turn left across RR. to
- 90.5 2.0 End of road; turn right, follow main travel on direct road, crossing Sangamon River (92.5 m), bearing right (95.3 m) to
- 97.1 6.6 **McCreery Ave.**—meeting interurban tracks; jog left and immediately right on Washington St., follow same straight ahead, crossing RR. (97.5 m & 98.1 m) to Court House, center of
- 98.5 1.4 **SPRINGFIELD,** Washington & 6th Sts.

St. Nicholas Hotel, Jefferson & Fourth Sts.

Springfield Garage Co., 104-108 E. Washington St.

Auto Inn, 513 S. Fourth St.

Capital Auto Co., Stock Michelin Tires.

For city map, see page 192. For diverging routes, see **Index map**, page 150.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 86—Champaign to Bloomington, Ill.—54.5 m.

Route map, page 150

Reverse route, No. 55

Via Farmer City and Le Roy. On natural dirt roads with several stretches of gravel.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 207.)

- 0.0 0.0 **CHAMPAIGN,** Main & Church Sts.
Go west on Church St. for 2 blocks to northeastern corner of city park.
- 0.2 0.2 **State St.;** turn right, crossing RR., bearing left on angling road (0.6 m). Jog right at (2.8 m) and keep left at fork; jog right (5.1 m), jog right (7.3 m); continue ahead, bearing right across bridge to Main St.
- 10.5 10.3 **MAHOMET.** Continue ahead through town. Road is straight to cemetery (on right—16.0 m). Turn right and follow main traveled road to
- 18.1 7.6 **MANSFIELD.** Cross RR. at depot, turn left; follow poles paralleling RR. Turn right and then left at end of road. Keep ahead to grain elevator and store building (on left). Cross RR. and immediately turn right. Continue ahead across bridge (27.2 m), keep ahead to end of road, turn right on Main St., straight on to fork.
- 27.5 9.4 **FARMER CITY.**
At park turn left and continue to coal office. Turn right, crossing RR. Bear left at grain elevator, turn right across RR. at transfer depot (28.2 m). Continue ahead, bearing left and turning right at RR. Grain elevator on the left (31.1 m). Straight on, bearing right across bridge; continue on main traveled road, bearing right

Champaign Section

Route 87

and then left where road turns. At first cross-road (on right—37.6 m), turn right, across RR. and then left on first road.

37.7 10.2 **LE ROY.** Continue straight ahead, road bears left (43.3 m). White house and barns in grove on left, big tree and grove on right. Turn left and continue to frame church (on left), red brick school (on right), there turn right into

45.0 7.3 **Downs.** Continue straight ahead and descend hill across bridge and keep right at fork. Keep right (47.4 m) to end of road (52.9 m), where turn left. At first road (on right) turn right; continue ahead to where street ends at Washington St., and turn left across RR. straight ahead to Court House,

54.5 9.5 **BLOOMINGTON,** Main & Washington Sts.

Peoples Restaurant, 115 E. Jefferson St.

Murray & Velde Garage, 205 So. East St.

For city map, see page 148. For diverging routes, see Index map, page 150.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 87—Champaign, Ill., to Indianapolis, Ind.—137.2 m.

Route map, pages 46 and 47

Reverse route, No. 237

Via NEWMAN, ILL., Rockville and Danville, Ind. Over level country most of the way, with good gravel or macadam roads from Chrisman, Ill. to Indianapolis. First part to Chrisman is good dirt, and no trouble will be experienced except in wet weather.

This route is a good variation to the one usually traveled through Danville, Ill., and Crawfordville, Ind. The road from Rockville to Indianapolis is one of the finest in Indiana.

MILEAGES (For this and optional exits, see Champaign city map, page 207.)
Total Intermediate

0.0 0.0 **CHAMPAIGN,** Neal & Church Sts.

Go west 1 block on Church St. to

0.1 0.1 Randolph St. Turn right, follow brick pavement to

0.6 0.5 Green St. Turn left on same, with brick pavement running under RR. (0.8 m) to first paved street beyond,

0.9 0.3 1st St. Turn right, still on brick pavement

2.0 1.1 Jog left and immediately right. Road is straight south for over 15 miles—avoid all intersecting roads; cross RR. (9.2 m)

17.7 15.7 Prominent 4-corners—meeting telephone line—signboard on left; turn left, follow poles past school (on left 18.7 m). Straight through northern edge of **Villa Grove**, passing school (on left 21.6 m), cross RR. just beyond to

27.6 9.9 Prominent 4-corners; turn right, follow main travel to

28.6 1.0 4-corners; turn left, passing school (on left 30.0 m) to

30.5 1.9 4-corners; turn right, leaving poles, to

32.5 2.0 4-corners,—school on left; turn left with main travel.

34.7 2.2 Prominent right-hand street, with brick pavement; turn right on same, cross RR.—(station on right 35.1 m); continue 2 blocks to

35.3 0.6 4-corners; turn left to center of

35.4 0.1 **NEWMAN**—park on right; turn right and left in park, to

Route 87

Champaign Section

- 35.6 0.2 End of street; turn right, to
- 35.8 0.2 End of street; turn left, cross iron bridge to
- 37.1 1.3 Right-hand road; turn right, follow main travel all the way turning left with road (37.4 m),
- 41.0 3.9 Left-hand road; turn left to next
- 41.4 0.4 Right-hand road—RR. crossing straight ahead; turn right along tracks, crossing second RR. (41.8 m) to center of
- 42.0 0.6 **HUME.** Continue straight through on Main St. turning left with road (42.4 m) across RR. to first
- 43.0 1.0 Right-hand road; turn right, crossing iron bridge just beyond, on direct road, passing small town of **Metcalf** over to the right (45.8 m); cross RR. (46.3 m), running onto macadam road, follow same to
- 52.3 9.3 Right-hand street immediately beyond RR. crossing; turn right, cross RR. to center of
- 52.6 0.3 **CHRISMAN, ILL.**—park on left. At farther side of square turn left passing bank building (on right); road is straight out of town past schoolhouse (on left 52.9 m), to
- 54.1 1.5 End of road; jog left, curving right with road and telephone poles; follow same on direct road past school house (on left 55.2 m); past church and cemetery (57.9 m), and school (on right 59.3 m); cross RR. (grain elevator on right 61.0 m); passing town of **Dana** over to the right (62.5 m); pass schoolhouse (on left 64.0 m), follow winding but direct road within sight of RR. tracks (on right) for quite a ways, bearing left up grade past school (on right 68.0 m).
- 68.3 14.2 Prominent crossroad at **Highland Corners**; turn right—meeting telephone line, curving left with same; follow main travel. **Caution** not to pass
- 69.0 0.7 Left-hand road—(road straight ahead curves into **Hillsdale**); turn left, shortly running down heavy grade, curving right over RR. bridge onto dike road across Wabash River bottoms; cross long iron bridge over Wabash River, to center of
- 70.1 1.1 **MONTEZUMA, Ind.**—4-corners; turn right; straight ahead to
- 70.7 0.6 Prominent crossroad—Montezuma Machine Works on farther left-hand corner; turn left, pass grain elevator (on right), cross RRs. (71.2 m & 72.1 m); jogging right and left with road just beyond; follow main traveled road through covered wooden bridge (73.2 m), passing coal-mine—(avoid road to left 74.5 m); bear right across iron bridge, follow winding but direct road straight ahead to center of
- 79.0 8.3 **ROCKVILLE**—Court House on right;
 New Central Hotel. Coleman Garage.
 (At this point intersect Routes 241 and 276.)
 Continue straight ahead, pass Court House (on right); cross RR. (79.3 m)—station on right. Road is direct through covered wooden bridge (80.2 m), running up

Champaign Section

Route 87

- grade just beyond; pass school (on left 80.8 m), cross RR. (81.2 m), through covered wooden bridge (82.3 m), follow winding road through woods past school (83.6 m)
- 85.8 6.8 **BELLEVUE.** Continue straight on direct road to
- 87.7 1.9 **HOLLANDS.** Straight through, bearing right with road (88.3 m), down slight grade, turning left at bottom through covered wooden bridge, passing school (on left 89.9 m); cemetery (on right 90.1 m)
- 92.3 4.6 End of road just after passing school on left; turn left, curving right with road just beyond. Road is almost straight past church and cemetery on opposite sides of the road (94.2 m); school (on right 96.1 m), and school (on left 98.3 m), cross RR. (101.5 m) to
- 101.7 9.4 **BAINBRIDGE.** Continue straight through town, passing cemetery (on right 102.4 m), follow telephone poles.
- 104.1 2.4 Fork; turn left with main travel through covered wooden bridge, running up grade follow telephone line, pass school and cemetery (on right 105.1 m) winding over rolling country through 2 small fords (106.1 m & 106.7 m), passing cemetery (on right) just beyond, and school (107.5 m); curving right up fairly steep grade (108.9 m).
- 110.9 6.8 **WINCHESTER.** Continue straight through past school (on right 113.8 m) and school (on left 115.9 m), to
- 117.5 6.6 **DANVILLE,** Court House on right; continue straight through on main street, cross iron bridge (118.1 m), bearing left up grade—(trolley comes in from left 119.0 m); follow along close to trolley, pass school house (120.2 m)—(trolley leaves to the left 122.4 m), running down grade (123.1 m), cross iron bridge—(trolley comes in from the left again 123.7 m; follow same past brick school and church on opposite sides of the road (124.6 m); bear right away from trolley under RR. (133.4 m), curving left just beyond onto National Road;
- 133.8 16.3 Bear left under RR. and right just beyond; cross long concrete bridge, running onto Washington St.—meeting trolley; follow same straight ahead, onto brick pavement (134.4 m); cross RR. (135.4 m), under RR. (135.6 m); cross RR. (136.7 m); pass capitol (on the left),
- 137.1 3.3 **Meridian St.**—1 block beyond trolley center; turn left to Soldiers' Monument,
- 137.2 0.1 **INDIANAPOLIS,** Monument Circle.

The New Denison Hotel, Ohio & Pennsylvania Sts.

Hotel English, West side of "Circle."

The Claypool Hotel.

Fox Garage, 516 N. Capitol Ave.

Meridian Auto Co., 724 N. Meridian St.

Indiana Auto Co., 323 Mass Ave., Stock Michelin Tires.

The Guarantee Tire & Rubber Co., 208 Illinois St., Stock Michelin Tires.

For city map, see page 461. For diverging routes, see Index map, page 411.

For through connections, see Trunk-line Index map, front of book.

Route 87 A

Champaign Section

Route 87A—Champaign, Ill., to Indianapolis, Ind.—126.1 m.

Route map, pages 46 and 47

Reverse route, No. 238

Via *DANVILLE, Ill., and CRAWFORDSVILLE, Ind.* Over level country on good gravel roads.

For shorter option to Danville, see Route No. 89—all dirt road but good in dry weather.

MILEAGES
Total Intermediate (For this and optional exits, see Champaign city map, page 207.)

0.0 0.0 **CHAMPAIGN**, Church & Neal Sts.

Go west on Church St. 1 block.

0.1 0.1 **Randolph St.**; turn left, following good brick pavement to

0.6 0.5 **Green St.**; turn left, following brick pavement under RR. (0.8 m); continue straight ahead.

1.6 1.0 End of street, University Co-op on left; jog left and immediately right, passing between buildings of Illinois State University.

2.5 0.9 **Race St.**; turn left for two blocks to Main St. of

3.0 0.5 **URBANA.**

Kirby Garage, 108 N. Market St.

Turn right, follow trolleys past Court House (on right), cross RR. (3.3 m)—trolleys leave to the left (4.7 m).

4.8 1.8 End of road; turn right, curving left with road a short distance beyond.

7.5 2.7 End of road; turn right and next left 0.2 m beyond, follow main traveled road, curving right (10 m) and left (10.3 m); cross RR. (13.5 m), passing school (on right—15.3 m)—take care not to pass.

15.5 8.0 Prominent right-hand road; turn right, follow direct road, curving left, shortly running along river bank.

18.8 3.3 End of road; turn right through covered wooden bridge, bearing left and right beyond, meeting trolley from the left; follow same to center of

19.1 0.3 **HOMER**, 4-corners; turn square left to

19.3 0.2 Prominent cross-street; turn left, curving right just beyond past cemetery (on right—19.9 m); follow telephone poles on direct road past school (on left—21.3 m & 22.8 m), crossing RR. (27.5 m), pass school (on right—28.5 m) direct into

32.9 13.6 **CATLIN**, business center 1 block to the right, brick school (on right). Go 1 block straight ahead with trolley, turning left with same; follow main traveled road with trolley all the way, curving left (37.9 m) cross long iron bridge (trolley leaves to the right).

38.9 6.0 **Main St.**; turn right; follow trolley straight to center of

39.1 0.2 **DANVILLE, ILL.**, Public Square.

The Plaza, south side of Square.

Robt. Holmes & Bros. Garage, 40 Hazel St.

D. D. Snyder & Co., 238 W. Main St., **Stock Michelin Tires.**

J. B. Chambers & Son, 27 Walnut St., **Stock Michelin Tires.**

For diverging routes, see **Index map**, pages 46 and 47.

Continue straight ahead across square, following Main St. across RRs. (39.3 m & 39.9 m). Pass Old Soldiers' Home (on right—41.0 m)—trolley leaves to the left (41.3 m); continue straight ahead on direct road, crossing 2

THE PLAZA HOTELPublic Square
DANVILLE, ILL.

American Plan—Rates \$2.50 to \$4.00 per day—meals 75c

FIRST-CLASS BUFFET IN CONNECTION**Motorists' Headquarters**

Official Headquarters for Motorists and Aviators

ROBERT HOLMES & BROS. GARAGE

38-40 Hazel Street

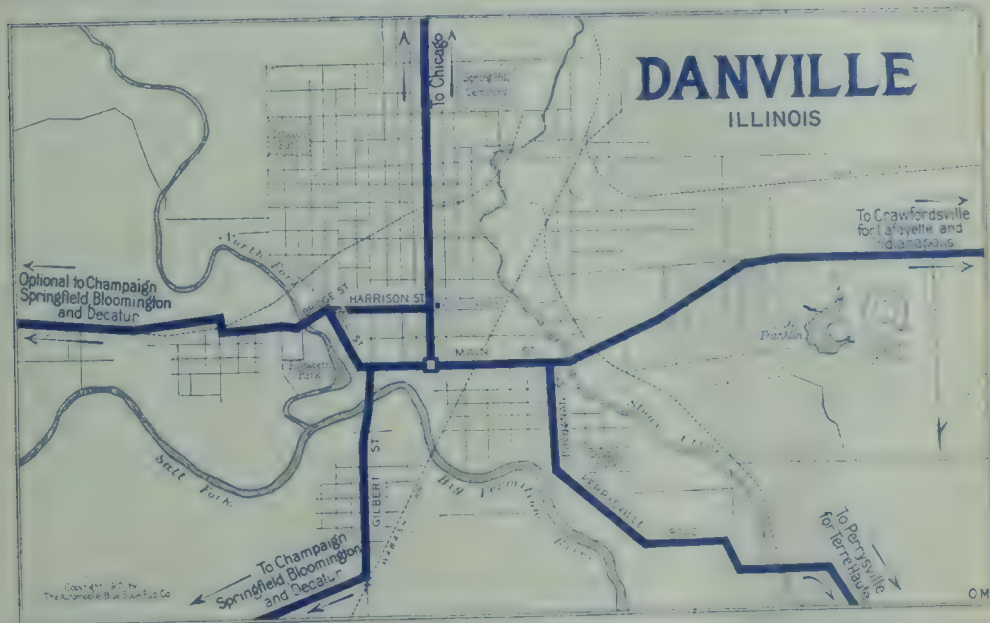
DANVILLE, ILLINOIS

Storage, Machine Work, Supplies, Tire Repairs

Emergency car always ready.

If in trouble phone 190

Agents for Locomobile, Chalmers, Hudson, Haynes and Hupmobile



RRs. (42.7 m & 42.8 m), passing 2 schools (on left—43.1 m & 45.4 m); straight through diagonal cross-road (46.6 m). Just after crossing RR. (49.4 m) curve right and left with road through covered wooden bridge and across iron bridge and RR. just beyond.

51.6 12.5 Prominent 4-corners—brick pavement; turn right

51.9 0.3 **COVINGTON**, Court House on left.

(For diverging routes, see Index map, page 411.)

The remaining part of this route to Indianapolis was not revised for 1911, and directions at certain points may be a little indefinite, but most of the way is over direct roads with main travel and little trouble will be found in following same.

From Court House (on left) go south, turning left before reaching edge of town; cross RR. a short distance beyond, follow main travel to

53.7 1.8 Fork after crossing RR.; bear left, following direct road east.

59.5 5.8 Prominent right-hand road; turn right, following main travel into

59.9 0.4 **VEEDERSBURG**. At center of town turn left, crossing RR., going straight ahead to

61.4 1.5 Prominent right-hand road; turn right for 1/2 mile.

61.9 0.5 Prominent cross-road; turn left, going straight ahead

Route 87 A

Champaign Section

through **Hillsboro** (65.9 m)—avoiding all intersecting roads; straight through **Waynetown** (71.4 m); continue on direct road, crossing RR. (74.2 m); go straight ahead past **Wesley** (74.5 m); follow main traveled road with some turns, but direct all the way, curving right down-grade (78.5 m); running onto Market St.; follow into

80.4 18.5 **CRAWFORDSVILLE**, Court House on right.

The Crawford, Main & Green Sts.

Cummings Auto Co.

Albright Auto Co., 210 E. Market St., Stock Michelin Tires.

For diverging routes, see page 411.

Turn right and follow trolley to

80.6 0.2 Prominent left-hand street; turn left with trolley.

80.9 0.3 4-corners; turn right, leaving trolley; cross RR. (81.4 m), and turn left uphill, following direct road. Use **caution** for dangerous RR. (82.5 m); follow winding but direct road. **Caution** for sharp left and right turn (85.6 m), running upgrade direct to

86.5 5.6 Prominent cross-road, large stone on left; turn left, going straight across RR. at **Whitesville** (87.5 m), following almost straight road—avoid all intersections; crossing RR. and trolley (93.0 m); turning right with main travel a short distance beyond; through **New Ross** (93.6 m); crossing RR.; bear right across next RR. (95.0 m), curving left and following main travel to

99.1 12.6 **JAMESTOWN**. Continue straight through on same thorofare, cross RR. (99.8 m) and trolley just beyond. **Caution** for dangerous trolley and RR. crossing (102.4 m); pass small town of **Lizton** (over to the left—103.9 m); going straight through **Pittsboro** (108.3 m); follow winding but direct road. **Caution** for sharp left curve upgrade (110.0 m); through **Brownsburg** (112.1 m), re-crossing RR. and trolley (114.1 m); going through **Clermont** (116.5 m); cross trolley (118.2 m), curving right across RR. (119.9 m).

120.6 21.5 Prominent cross-road; turn left, crossing RR. and trolley (121.5 m), pass “Speedway” (over to the left); cross RR. just beyond; turn left and right across Emmerichsville bridge (123.7 m); cross RR. (124.3 m), same thorofare becoming Indiana Ave., which follow straight ahead to

125.9 5.3 5-corners; bear left on Ohio St. for 1 block.

126.0 0.1 Meridian St., postoffice ahead on left; turn right 1 block to Soldiers’ Monument.

126.1 0.1 **INDIANAPOLIS**, Monument Circle.

Hotel English, West side of “Circle.”

The Claypool Hotel.

The New Denison Hotel, Ohio & Pennsylvania Sts.

Meridian Auto Co., 724 N. Meridian St.

Fox Garage, 516 N. Capitol Ave.

Indiana Auto Co., 323 Mass Ave., Stock Michelin Tires.

The Guarantee Tire & Rubber Co., 208 Illinois St., Stock Michelin Tires.

For city map, see page 461. For diverging routes, see Index map, page 411.

Route 88—Champaign, Ill., to Terre Haute, Ind.—96.5 m.

Route map, pages 46 and 47

Reverse route, No. 247

Via Homer, Danville, Perrysville and Clinton. Although this is longer than Route 87a to Danville, it is much better in wet weather, as it is gravel most of the way to Homer and all of the remaining distance to Terre Haute.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 207.)

0.0 0.0 **CHAMPAIGN**, Main & Neil Sts.

For complete running directions for first part of this route, see Route No. 87-A to

39.0 39.0 **DANVILLE**, Public Square.

The Plaza, south side of Square.

Robt. Holmes & Bros. Garage, 40 Hazel St.

D. D. Snyder & Co., 238 W. Main St., Stock Michelin Tires.

J. B. Chambers & Son, 27 Walnut St., Stock Michelin Tires.

For city map, see page 213. For diverging routes, see Index map, pages 46 to 47.

Straight ahead across Square on Main St., crossing RR. At foot of hill, Buchanan St. (39.5 m), turn right and keep ahead on Perrysville Road, cross bridge (41.4 m), follow poles S. E. and keep left at fork; cross bridge (42.8 m), ascend steep hill (44.9 m) cross RR. (45.4 m), cross 2 covered bridges (49.8 m & 50.1 m), cross RR. (50.4 m), turn right on first road. Large elevator can be seen on right. Continue to depot and bear right across RR.

50.5 11.5 **PERRYSVILLE**. Immediately bear left; at end of road (51.8 m) turn right and west. At first cross-road (52.8 m); grove of trees and school on left, turn left, school is short distance from corner. Continue ahead, crossing covered bridge (55.6 m), keep ahead through hamlet of Eugene (56.8 m). At (57.4 m) angle left with poles, continue on with poles bearing left (58.2 m) and east to

58.6 8.1 **CAYUGA**. Cross RR., passing stores. At first cross-road beyond RR. turn right, following poles, cross RRs. (58.7 m & 59.0 m). Where poles turn left (60.3 m), large red brick building (Old People's Home) can be seen some distance on left, turn left. At end of road, opposite Home, turn right (61.2 m). Continue to intersecting road where poles turn left, turn left (62.5 m). Road bears right, crossing covered bridge (64.9 m), keep ahead to end of road at Court House, turn left 1 block to Main St.

65.2 6.6 **NEWPORT**. Turn right and ascend hill, continue ahead at fork (72.2 m), keeping to right with main travel. Ascend winding hill (72.6 m), cross RR. (72.8 m), cross 2 bridges (72.9 m); just beyond bridges at foot of hill, keep left (do not turn left), ascend hill across RR. (78.7 m), cross bridge (79.3 m), keep straight ahead to

80.6 15.4 **CLINTON**. Continue to pavement; where trolley turns left, turn left, cross bridge over Wabash River and immediately turn left, straight ahead under RR. structure

Route 89

Champaign Section

(81.6 m), cross RR. at grade and continue to end of road (82.6 m). Turn right; at fork (83.2 m) keep left. Continue ahead and meet trolley (84.5 m), straight on, making small jog right at brick trolley station (86.5 m), cross bridges (86.7 m & 91.6 m), continue straight ahead

91.8 11.2 **ELLSWORTH.** Road becomes Lafayette Ave., running into 7th St., bear left on same to Wabash St.

96.5 4.7 **TERRE HAUTE,** Wabash & 7th Sts.

Haddon Hall Garage, 677 Ohio St.

For city map, see page 508. For diverging routes, see **Index map**, page 507.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 89—Champaign, Ill., to Lafayette, Ind.—93.2 m.

Route map, pages 46 and 47

Reverse route, No. 277

Via Danville, Covington and Attica. First part of the route to Danville being mostly dirt road but good except after heavy rains. Rest of the way all gravel.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 207.)

0.0 0.0 **CHAMPAIGN,** Neal & Main Sts.

Go south on Neal St.

0.5 0.5 **Green St.;** turn left under RR., going straight ahead past University of Illinois buildings.

2.3 1.8 **Race St.;** turn left 2 blocks, then right on Main St. of

2.6 0.3 **URBANA**—Court House on right.

Kirby Garage, 108 N. Market St.

Keep straight ahead with trolley on Main St., crossing RR. (2.8 m).

4.6 2.0 End of road just after trolley leaves; turn right, curving left with road just beyond.

7.4 2.8 End of road; turn right and take next left with main travel, curving right with road (9.9 m) and left (10.2 m), cross RR. (13.4 m) keeping straight ahead, crossing trolley (17.0 m) and RR. (25.6 m).

27.6 20.2 End of road; jog left and immediately right, crossing trolley, follow direct road winding along top of bluff, running down long grade (30.0 m), cross 2 iron bridges.

30.5 2.9 End of road; bear left with main travel, keeping straight ahead up rather steep grade (30.9 m) running onto brick pavement (32.0 m), jog left and right with same across trolley and RR. (33.1 m), leaving brick (33.6 m).

34.7 4.2 Jog right across RR. and immediately left, meeting trolley, keep straight ahead on brick pavement across RR.

35.0 0.3 Fork; bear left, leaving trolley, cross long iron bridge.

35.2 0.2 End of street just after leaving bridge; jog right and immediately left into Harrison St., going straight ahead

35.8 0.6 **Vermillion St.**—Post Office on farther left; turn right to center of

36.0 0.2 **DANVILLE**—Public Square.

The Plaza, south side of Square.

Robt. Holmes & Bros. Garage, 40 Hazel St.

D. D. Snyder & Co., 238 W. Main St., **Stock Michelin Tires.**

J. B. Chambers & Son, 27 Walnut St., **Stock Michelin Tires.**

For city map, see page 213. For diverging routes, see **Index map**, pages 46 and 47.

Champaign Section

Route 89

- Turn left on Main St., cross RRs. (36.2 m & 36.8 m), follow trolley line past Old Soldiers' Home (on right)—trolley leaves to the left (38.2 m), straight ahead, follow telephone line, cross 2 RRs. (39.6 m), passing schools (on left—40.0 m & 42.3 m); straight through diagonal 4-corners (43.5 m). Cross RR. (47.3 m) through covered wooden bridge and across iron bridge over the Wabash River (48.0 m); cross RR. just beyond to
- 48.5 12.5 4-corners; turn right to center of
- 48.8 0.3 **COVINGTON**—Court House on left. Turn left on farther side of same, following brick pavement straight out of town, meeting telephone line (50.2 m), follow past school (51.7 m), jogging left and right with road (52.9 m) to
- 54.4 5.6 Prominent left-hand road; turn left to next
- 55.3 0.9 4-corners; turn right on stone road, follow direct road straight ahead, crossing iron bridge (57.3 m), bearing left and right just beyond to end of road at
- 57.7 2.4 **STONE BLUFFS**. Jog right and immediately left, cross RR. (station on left), straight ahead upgrade to
- 58.2 0.5 Prominent cross-road at top of grade; turn left, jogging left and immediately right between church and school (62.4 m) to
- 62.6 4.4 **ROB ROY**—RR. on left. Straight through, running downgrade, bearing right through covered wooden bridge (63.2 m), up slight grade out of valley; follow telephone line bearing left with road (65.8 m) to
- 66.3 3.7 Right-hand street; turn right on brick pavement, jogging left and immediately right (67.0 m) to next cross-street on edge of
- 67.1 0.8 **ATTICA**—business center to the left.
 For connection to **Hunter Springs Hotel** and **Mudlavia Hotel**, at Kramer, see Route No. 239.
Westfall Auto Co., Main St., **Stock Michelin Tires**.
 For diverging routes, see **Index map**, page 411.
- Turn right, passing school (on right), follow straight road with telephone poles past school (69.8 m) to
- 73.7 6.6 End of road; turn left with poles to next
- 74.0 0.3 Right-hand road; turn right, still with poles, to
- 75.2 1.2 End of road; turn left to next
- 75.5 0.3 Right-hand road; turn right to
- 76.9 1.4 **ODELL**. Continue straight through, following telephone poles to
- 78.9 2.0 End of road—poles leave to the right; turn left to next
- 79.9 1.0 Prominent cross-road, meeting telephone line; turn right, straight ahead with same to
- 83.0 3.1 Left-hand road; turn left, leaving telephone line.
- 87.0 4.0 End of road; turn right and left with road just beyond, straight through small village of **Shadeland** (88.7 m), follow telephone poles across iron bridge (89.5 m), bearing right with road (89.8 m) over RR. bridge, straight ahead to

Route 90**Champaign Section**

- 91.0 4.0 **ELSTON.** Bear left with poles, avoiding road to the right.
- 91.3 0.3 End of road; turn left under RR., cross second RR., bearing right just beyond, cross iron bridge, same thorofare becoming Wabash Ave., which follow past Lafayette Packing Co. (on left—92.0 m); cross RRs. (92.8 m), bearing left around station on 2nd St., which follow to
- 93.1 1.8 **Main St.**; turn right to Court House, center of
- 93.2 0.1 **LAFAYETTE, IND.,** Main & 4th Sts.
 St. Nicholas Hotel, Main & Second Sts.
 Lafayette Auto Co., 110 Fifth St.
 Star Garage, 247 Main St. Levee.
 Red Wharf Co., West End Main St. Bridge, Stock Michelin Tires.
 For city map, see page 535. For diverging routes, see Index map, page 507.
 For through routes, see Graphic Trunk-line chart, front of book.

Route 90—Champaign to Chicago, Ill.—149.3 m.

Route map, page 150

Reverse route, No. 16

Via Paxton, Kankakee and Momence. First part to Kankakee being over natural roads practically all the way, although good in dry weather they are liable to be very bad after rains.

MILEAGES
 Total Intermediate

(For this and optional exits, see city map, page 207.)

- 0.0 0.0 **CHAMPAIGN,** Church & Neil Sts.
 Go west 1 block on Church St., turn right on Randolph St., passing Postoffice & High School (on left) after turn, cross 2 RRs. (0.4 m)
 cross 2 RRs. (0.4 m)
- 0.7 0.7 End of St.; turn right 1 block and then left around brick school, curving right with road (1.3 m)
- 1.5 0.8 End of road; turn left, follow road straight north
- 7.5 6.0 End of road; turn right, **using caution** for new work on irrigation ditch
- 8.0 0.5 Left-hand road; turn left, continuing north for 4 miles
- 12.0 4.0 4-corners—slight jog in road; turn square right
- 14.0 2.0 4-corners—poor road straight ahead; turn left, taking care not to pass
- 15.5 1.5 Right-hand road; turn right
- 17.2 1.7 Left-hand road just before RR crossing; turn left along tracks
- 17.4 0.2 Curve right to center of
- 17.5 0.1 **RANTOUL;** turn left, follow main travel straight north along tracks, crossing RR. in town (17.7 m), tracks bear off to the right just north of town. Run onto gravel road (24.5 m), cross iron bridge over large irrigation ditch (26.6 m) to first
- 27.2 9.7 4-corners; turn right with gravel road, going straight ahead to edge of town, avoiding street to the left (30.0 m)
- 30.1 2.9 **Market St.**; turn left on brick pavement center of
- 30.5 0.4 **PAXTON;** continue straight north across RR. (30.7 m)—road is close to RR. (on right) past **Loda** station (on right—34.7 m)
- 36.6 6.1 End of road; turn right across tracks and immediately left along same to

Champaign Section

Route 90

- 40.2 3.6 **BUCKLEY**—station on left; continue straight north
- 40.8 0.6 End of road; turn right with main travel
- 41.3 0.5 First left-hand road; turn left still with main travel
- 43.3 2.0 End of road; turn left across tracks and immediately right—avoid good road to the right (45.5 m)—follow winding road to
- 46.3 3.0 End of road; turn right, cross iron bridge
- 46.8 0.5 4-corners—RR. straight ahead; turn left
- 48.3 1.5 End of road; turn right
- 48.7 0.4 Left-hand road—RR. straight ahead; turn left
- 49.6 0.9 Where main travel turns right to center of Onarga continue straight ahead through town on narrow St., meeting main travel again just beyond. Cross RR. (52.7 m & 53.2 m), passing **Gilman** about 1 mile over to the right; continue straight north, jogging slightly left and right across iron bridge (54.8 m)
- 57.0 7.4 4-corners; turn right to edge of
- 58.3 1.3 **Danforth**—RR. straight ahead; turn left
- 61.3 3.0 4-corners; turn right with poles
- 62.8 1.5 Immediately after crossing RR. turn left with main travel, passing **Askom** station (on left—63.6 m) & **Clifton** station (67.4 m)
- 69.0 6.2 End of road; jog left across RR. and immediately right with telephone poles—avoid good road to the right (71.5 m), where main travel turns into **Chebanse**. Continue straight ahead across RR. (75.5 m) to first
- 76.0 7.0 4-corners; turn right with main travel
- 77.0 1.0 End of road; turn left
- 77.5 0.5 4-corners; turn right still with main travel
- 78.5 1.0 End of road; turn left shortly, running onto stone road; follow same direct, running along RR. track
- 81.3 2.8 End of St.—trolley comes in from the right; jog left and immediately right with trolley into Washington St.
- 81.7 0.4 Jog right and left with trolley still on Washington St., running onto long concrete bridge over Kankakee River
- 82.0 0.3 At St. beyond bridge turn right with trolley under RR.
- 82.1 0.1 **East Av.**—immediately beyond RR.; turn left still with trolley to center of
- 82.4 0.3 **KANKAKEE**, East Av. & Court St.
 Fleming & Brown Garage, 188 Station St.
 G. A. Fortin, 183 Station St., Stock Michelin Tires.
 For diverging routes, see Index map, page 46.
 Turn right on Court St., passing Court House (on right).
 Road is straight east for nearly 5 miles.

7

THE Warner Auto-Meter, perhaps better known as "The Aristocrat of Speed Indicators" can always be sold second hand at from \$25.00 to \$35.00 irrespective of age or model, it is the only speed indicator having a second hand value.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 90

Champaign Section

- 87.1 4.7 3-corners; bear slightly left with poles crossing iron bridge curving right of same.
- 87.3 0.2 Left-hand road—long suspension bridge straight ahead; **turn left** along river on dirt road, jog right and left with road (90.2 m), cross RR. (90.9 m).
- 91.2 3.9 Right-hand road; turn right, following stone road across RR. (93.0 m), jogging right and left (93.7 m)
- 94.2 3.0 4-corners; turn right 1 block to center of
- 94.3 0.1 **MOMENCE**—Bank on right, hotel on farther left. Turn left, going straight north on direct road.
- 99.5 5.2 Right-hand road; turn right and left just beyond through **Grant** (100.4 m).
- 103.6 4.1 Right-hand road; turn right, jogging left and right at **Sollitt** station (104.3 m), crossing I. C. tracks to
- 105.3 1.7 Prominent left-hand road; turn left, going straight north on direct road, passing **Beecher** (over to the left—108.5 m)—through **Crete** (116.0 m), through prominent 4-corners in **Steger** (119.0 m), passing Steger Piano Co. (on right), cross interurban trolley line (120.4 m) meeting trolleys just beyond, follow same across RRs. (120.7 m & 121.0 m) into
- 121.1 15.8 **CHICAGO HEIGHTS**, Chicago Road & Illinois St. Continue straight through on Chicago Road, following good gravel road to
- 122.6 1.5 Prominent cross-road—dirt road straight ahead; turn left, curving right with road just beyond and left (123.4 m).
- 123.5 0.9 Right-hand road just after road turns left; turn right with telephone line, following direct road past Idlewild Country Club (on right—124.5 m) to prominent 4-corners
- 126.0 2.5 **HOMEWOOD**. Continue straight ahead.
- 126.4 0.4 End of road; turn left across RR., and immediately right, following direct road along tracks—avoiding good road to left (126.6 m) going straight ahead, avoiding all branch roads.
- 129.4 3.0 **HARVEY**—station on right. Continue straight ahead along tracks (trolley leaves to the left—129.6 m), cross 2 RRs. (129.7 m), curving slightly left with road following same straight north across long iron bridge over Calumet River (130.9 m), crossing RR. (131.7 m).
- 132.1 2.7 End of road; jog right and next left. Cross RR. (132.3 m) (coal dump on left) & (134.1 m) passing **W. Pullman** station (on left). Continue straight north on Halsted St., cross RR. (134.3 m) through prominent cross-roads (111th St.—135.3 m), **taking care not to pass** through prominent 4-corners at
- 136.3 4.2 **103rd St.**—trolley line; turn right, following trolley for 1 mile.
- 137.3 1.0 **State St.**; turn left away from trolley, passing quarry (on left—138.7 m), cross a number of RRs. just beyond.

Champaign Section

Route 90 A

Continue straight north—trolley line comes in (from the left—141.7 m), follow same, running under long RR. viaduct (142.2 m) and under elevated (142.8 m) to

- 143.3 6.0 **Garfield Boulevard** (55th St.—double driveway); turn right 2 blocks.
- 143.5 0.2 **Michigan Boulevard**; turn left and follow boulevard straight into city, passing Grant Park (on right) to
- 149.3 5.8 **CHICAGO**, Jackson & Michigan Bouls.

New Southern Hotel, Michigan Blvd. & 13th St.

La Salle Hotel, La Salle & Madison Sts.

Congress Hotel & Annex, Michigan Blvd. & Congress St.

The Stratford Hotel, Michigan & Jackson Blvds.

Lexington Hotel, Michigan Blvd. & 22d St.

Hotel Metropole, Michigan Blvd. & 23d St.

Owen H. Fay Livery Co., 53 Plymouth Place.

Grant Park Garage, 1214 Michigan Blvd.

Official Garage, 33d St. & So. Park Blvd.

For city map, page 48. For diverging routes, see **Index map**, pages 46 and 107.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Adams Brothers Co., 918 E. 43rd St.

Ajax Auto Company, 834 E. 43rd St.

Graham Automobile Co., 1616-24 Madison St.

Hayes Avenue Garage Co., 6556-58 Sheridan Road.

Homan Garage & Auto Livery, 3357 Colorado Ave.

Kastner Tire Repair Co., 2112 Michigan Ave.

Lexington Motor Co., 2015 Michigan Ave.

Manor House Garage, 1137 Hollywood Ave.

Matador Tire & Vulcanizing Co., 1400 Michigan Ave.

Rogers Park Garage, 7070 Southport Ave.

Schillo Garage, 945-7 Dekin St.

Star Garage & Machine Shop, 2253 Cottage Grove Ave.

The Boulevard Tire & Supply House, 615 Diversey Blvd.

The Mid West Motor Supply Co., 554 Jackson Blvd.

Triangle Company, 318 Garfield Blvd.

Wilson Avenue Garage, 4551 Kenmore Ave.

Wilcox Bros., 1308 Michigan Ave.

**Michelin
Tire
Stockists
in
Chicago**

Route 90A—Kankakee, Ill., to Crown Point, Ind.—42.0 m.

Route map, page 46

Reverse route, No. 11A

Via Momence and Lowell. First part mostly dirt road with some short stretches of macadam. After crossing Indiana line road is entirely gravel or macadam.

Although somewhat longer, this offers a very good option between Kankakee and Chicago, as the roads are somewhat better between Momence and Chicago by this route, particularly in wet weather.

MILEAGES
Total Intermediate

0.0 0.0 **KANKAKEE**, Court St. & Schuyler Ave.

Go east on Court St., passing Court House (on right).

Road is straight east for nearly 5 miles.

4.7 4.7 3-corners; bear slightly left with poles, crossing iron bridge, curving right of same.

4.9 0.2 Left-hand road—long suspension bridge straight ahead; turn left along river on dirt road, jog right and left with road (7.8 m), cross RR. (8.5 m).

8.8 3.9 Right-hand road; turn right, following stone road across RR. (10.6 m), jogging right and left (11.3 m).

11.8 3.0 4-corners; turn right 1 block to center of

Expert Machine Work, High Grade Oils and Automobile Supplies

CAN ALWAYS BE FOUND AT THE

W. B. TAYLOR AUTO CO. GARAGE

CHESTNUT ST., Around corner from Hotel Nelson, the Official Hotel Garage

W. B. TAYLOR

ROCKFORD, ILL.

THE ROBERTS GARAGE

Corner State and Court Sts., Opposite Court House

ROCKFORD, ILLINOIS

Fireproof Building.

Agents for Marmon Cars

- 11.9 0.1 **MOMENCE**, bank on right, hotel on farther left.
Turn left, bear slightly left with main travel (12.1 m).
- 12.2 0.3 Bear right, continuing along river, curving left around hotel (12.3 m), cross RR. (12.7 m), turning square right just beyond, crossing 2 more RRs.
- 13.3 1.1 End of road; turn left with main travel for ½ mile.
- 13.8 0.5 Right-hand road; turn right, leaving telephone poles. Cross RR. (15.7 m), going straight ahead along tracks.
- 17.2 3.4 End of road; turn left away from RR.
- 18.2 1.0 End of road; turn right on macadam road.
- 18.7 0.5 Left-hand road immediately before iron bridge; turn left
- 20.7 2.0 4-corners; turn right upgrade, following dirt road over rolling country.
- 21.7 1.0 Left-hand road immediately beyond iron bridge; turn left with main travel to center of
- 22.2 0.5 **SHERBURNVILLE**—church on left.
Turn right, jogging left and right across iron bridge (24.4 m), running onto gravel road, follow same with telephone poles across RR. (27.4 m).
- 28.7 6.5 4-corners—wood school on left; turn left.
- 30.5 1.8 4-corners; turn right, crossing RR. (station on right). Bear slightly right just beyond across concrete bridge to
- 31.0 0.5 **LOWELL**—banks on left and right.
Pierce's Restaurant. Brownell's Garage.
Turn square left onto western side of 1909 Cobe Cup Course, which follow straight north for nearly 6 miles.
- 36.9 5.9 **Cedar Lake** (on left) road house on farther right; turn right, following macadam. **Take care not to pass**
- 38.4 1.5 Left-hand road—road house on farther left; turn left down slight grade, using **caution** for bad "S-turn" (38.8 m); follow macadam.
- 40.4 2.0 4-corners; turn right with macadam, turning left just beyond around fair grounds, going straight ahead on Court St. to center of
- 42.0 1.6 **CROWN POINT**, Court House on right.
Commercial House, South of Court House.
Wm. Obright, Stock Michelin Tires.
For diverging routes, see Index map, page 47.

ROCKFORD SECTION

ROUTES 91 TO 100.

Route Center—The intersection of State & Main Sts. has been selected as the starting point of all routes, as it is not only the business center and therefore easily identified, but all through routes must pass this point.

Points of Interest—Rockford, a busy manufacturing city, is located on both banks of the Rock River and advantage has been taken of this fact to lay out some splendid drives both north and south of the city.

Route 91—Rockford to Chicago, Ill.—86.3 m.

Route map, page 107

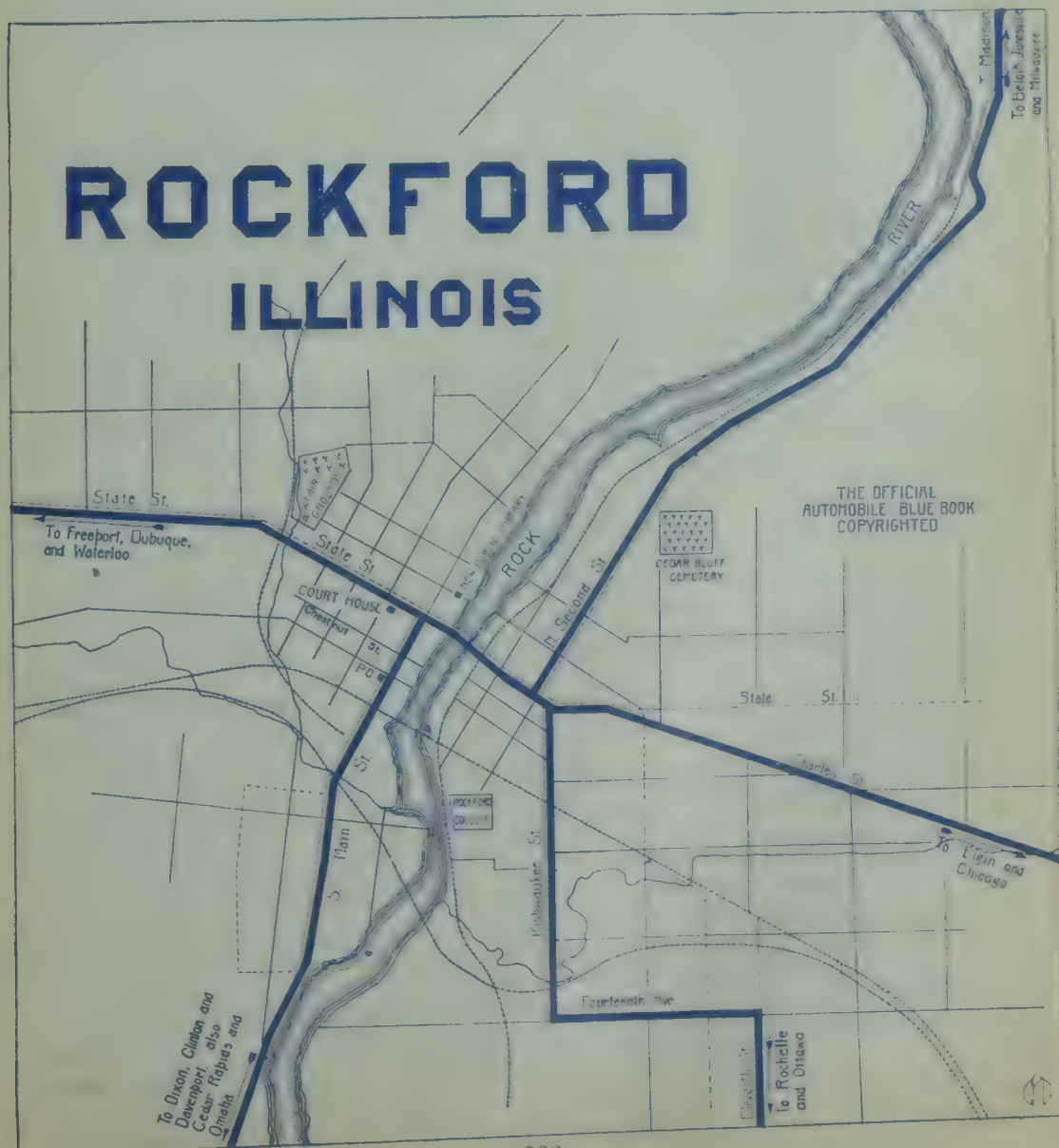
Reverse route, No. 29

Via Belvidere and ELGIN. Good gravel and stone road all the way.

MILEAGES

Total Intermediate

- | | | |
|-----|-----|--|
| 0.0 | 0.0 | ROCKFORD , Main & State Sts. Go east on State St., cross long iron bridge over Rock River, bearing left (0.5 m), still on State St., to |
| 0.6 | 0.6 | Fork; bear right on Charles St.,—trolleys leave to the right just beyond. Continue straight ahead out of city. |
| 3.4 | 2.8 | Right-hand road; bear right, follow straight road—picking up trolleys (from the right—5.1 m), follow same downgrade across iron bridge and RR. (7.5 m) to center |



Route 91

Rockford Section

- 7.6 4.2 **CHERRY VALLEY.** Straight through to
- 7.8 0.2 End of street,—school on right; turn left and next right just beyond; cross trolley (8.8 m),
- 13.2 5.4 Prominent cross-road; turn left, same road becoming Pearl St., which follow to
- 14.1 0.9 1st St.—brick school on farther right; turn right to end
- 14.3 0.2 **BELVIDERE**—business center to the left.
 Tri-Angle Garage, W. Pleasant St.
 Jog left and immediately right,—meeting trolley—
- 14.4 0.1 Bear left on Logan Ave., leaving trolley; follow Logan Ave. across RR. (15.5 m). Road winds left through woods, crossing wooden bridge (17.2 m) on direct road to
- 20.2 5.8 **GARDEN PRAIRIE.** Continue straight through, past cemetery (on left—21.2 m)—avoid all intersecting roads).
- 26.0 5.8 **MARENGO**—business center on left.
 Straight through—avoid road to left—picking up telephone line (from the right—29.2 m); follow same past cemetery (29.5 m). Straight through all cross-roads, past church (on left—33.6 m) and school (on left—36.9 m), to
- 38.7 12.1 Fork; schoolhouse straight ahead; curve left with poles, passing school (on right) to
- 41.6 2.9 Prominent left-hand road—large round barn on left; turn left,—leaving telephone line; pass church and cemetery (on left—43.1 m), cross RR. at **Queen** station (43.6 m), pass schoolhouse (45.2 m), same thorofare becoming Highland Ave., which follow—picking up trolleys (from the right—48.3 m), running downgrade under RR. to end.
- 48.9 7.3 **State St.** Turn right with trolley and next left on Chicago Ave., cross RR. and iron bridge to center of
- 49.1 0.2 **ELGIN**, Chicago Ave. & Grove St.
 Kelly & Ross Garage, 116 Brook St.
 Moody's Garage, 104 Grove Ave.
 McBride Brothers, 26 River St., **Stock Michelin Tires.**
 For city map, see page 109. For diverging routes, see page 107.
 Turn right on Grove St. with trolley line to
- 49.7 0.6 **National St.**—watch factory straight ahead; turn left with trolley, cross RR. upgrade to
- 50.0 0.3 5-corners—electric tower straight ahead; bear right on Villa St., leaving trolley; pass electric tower (on right), running downgrade, picking up telephone line, go straight ahead, cross RR. (52.8 m), upgrade. Road is winding for a short distance—avoid all intersecting roads; cross RR. —station (on right) at
- 57.2 7.2 **ONTARIOVILLE.** Continue straight through on direct road, passing white church (on right—61.4 m); through **Bloomington** (61.5 m), follow telephone line to RR. crossing at
- 66.7 9.5 **ADDISON.** Straight ahead to
- 67.4 0.7 Fork immediately beyond iron bridge; bear right, following direct road passing cemeteries (on left—70.3 m), running under RR. (73.2 m). Meet brick pavement (73.5 m) and keep straight ahead on same through **May-**

Rockford Section

Route 93

wood, meeting trolley from the right (74.7 m), cross concrete bridge over Des Plaines River (75.1 m), straight through **River Forest** and **Oak Park**—(Caution for speed trap).

- 78.0 10.6 **Austin Ave.**—end of brick; turn right under RR. and cross 3rd rail immediately beyond.
- 78.4 0.4 **Washington Boul.**—low concrete chapel on right; turn left, follow boulevard straight ahead, jogging right and left (79.4 m), entering **Garfield Park**, keep ahead past refectory building to
- 81.3 2.9 3-corners immediately beyond Robert Burns statue; turn right, crossing trolley at Madison St.
- 81.6 0.3 At first exit out of park bear left onto Jackson Boul., which follow straight to Michigan Boul., route center of
- 86.3 4.7 **CHICAGO**, Michigan & Jackson Boulevards.

Congress Hotel & Annex, Michigan Blvd. & Congress St.

La Salle Hotel, La Salle & Madison Sts.

Lexington Hotel, Michigan Blvd. & 22d St.

The Stratford Hotel, Michigan & Jackson Blvds.

Hotel Metropole, Michigan Blvd. & 23d St.

New Southern Hotel, Michigan Blvd. & 13th St.

Owen H. Fay Livery Co., 53 Plymouth Place.

Grant Park Garage, 1214 Michigan Blvd.

Official Garage, 33d St. & So. Park Blvd.

For city map, see page 48. For diverging routes, see Index map, pages 46 and 107.

For through connections, see **Graphic Trunk-line chart**, front of book.

Adams Brothers Co., 918 E. 43rd St.

Ajax Auto Company, 834 E. 43rd St.

Graham Automobile Co., 1616-24 Madison St.

Hayes Avenue Garage Co., 6556-58 Sheridan Road.

Homan Garage & Auto Livery, 3357 Colorado Ave.

Kastner Tire Repair Co., 2112 Michigan Ave.

Lexington Motor Co., 2015 Michigan Ave.

Manor House Garage, 1137 Hollywood Ave.

Matador Tire & Vulcanizing Co., 1400 Michigan Ave.

Rogers Park Garage, 7070 Southport Ave.

Schillo Garage, 945-7 Dekin St.

Star Garage & Machine Shop, 2253 Cottage Grove Ave.

The Boulevard Tire & Supply House, 615 Diversey Blvd.

The Mid West Motor Supply Co., 554 Jackson Blvd.

Triangle Company, 318 Garfield Blvd.

Wilson Avenue Garage, 4551 Kenmore Ave.

Wilcox Bros., 1308 Michigan Ave.

**Michelin
Tire
Stockists
in
Chicago**

Route 93—Rockford to Dixon, Ill.—42.4 m.

Route map, page 150

Reverse route, No. 26

Via what is known as "the high road," and although not as picturesque, the roads are much better, particularly in wet weather.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 223.)

0.0 0.0 **ROCKFORD**, Main & State Sts.

Go south on Main St., under Northwestern tracks, cross I. C. tracks (0.5 m). Trolley leaves to the right (1.1 m). **Take care not to pass**

- 1.6 1.6 Right-hand road just after passing long iron bridge (on left); turn right on narrow but good road, curving left

Route 95

Rockford Section

- into road from the right (2.9 m), continue straight ahead on direct road.
- 8.4 6.8 Prominent 4-corners—store on left; turn left, running downgrade (11.8 m), meeting river road from the left just beyond. Turn left, cross RR. (14.0 m) and right with main travel just beyond.
- 14.3 5.9 Left-hand street; turn left 1 block and right 1 block.
- 14.5 0.2 Turn left across RR.
- 14.6 0.1 4-corners—monument in center; turn right to center of
- 14.7 0.1 **BYRON.** Turn square left around bank, crossing long iron bridge over Rock River (15.0 m), running upgrade just beyond; follow main traveled road with telephone
- 16.6 1.9 Turn left with poles and main travel.
- 16.9 0.3 Fork; bear right with one line of poles.
- 18.2 1.3 4-corners; turn left with main travel. Poles leave to the right (19.7 m), straight ahead to
- 22.1 3.9 End of road; turn right, curving left just beyond to first
- 22.7 0.6 4-corners; turn right, meeting telephone line, follow same. **Caution** for rough down-grade (24.5 m), curving left at foot of hill.
- 25.1 2.4 Straight through 4-corners—where main travel turns into **Oregon** about a mile to the right. Cross RR. (26.3 m), follow winding but direct road.
- 27.2 2.1 Curve left with road and take first right, jog left and right (27.4 m & 27.7 m).
- 28.3 1.1 Fork—poles leave to the left; continue straight ahead, avoiding private road (on right), past Sinnissippi Stock Farm (on right).
- 29.7 1.4 End of road; turn right, curving left with road just beyond.
- 32.7 3.0 Prominent 4-corners—school on right; turn right with main travel.
- 35.2 2.5 End of road—school on right; turn left direct to
- 36.9 1.7 End of road; turn right with poles, curving left just beyond; follow good gravel road.
- 38.2 1.3 4-corners; turn right with gravel and poles, bearing slightly left, straight through cross-road (39.2 m). **Caution** for winding downgrade (40.5 m), bearing left at foot of hill onto stone road direct to center of
- 42.4 4.2 **DIXON**, 1st St. & Galena Ave.

For city map, see page 851. For diverging routes, see Index map, page 150.

Route 95—Rockford, Ill., to Dubuque, Ia.—95 m.

Route map, page 150

Reverse route, No. 511

Via FREEPORT. First part, Freeport to Warren, fair dirt road most of the way. From Warren to Dubuque mostly clay, with some heavy hills. CAUTION should always be used for water-bars on all grades.

Some beautiful views running down into the Mississippi Valley.

Descriptive Outline—Leaving Rockford on State St., the route is practically due west with trolley line into **Freeport**, where, at the corner of Douglas & Exchange Sts., Lincoln and Douglas are said to have given their final debate. About 12 miles west of the city a monument has been erected commemorating the last battle of the Black Hawk War. Continuing westward the route swings

Myers & Rosenthal Garage

Exchange Street

FREEPORT, ILL.

We have what you need at the right price

north through the edge of Wisconsin to avoid the steeper and rougher hills in this section of Illinois, better known in the earlier days as the location of important lead and zinc mines, and some of the mines are still in operation. From the tops of hills overlooking the Mississippi Valley some exceptional views may be had of surrounding country and Mississippi River, with the old city of Dubuque in the distance.

MILEAGES
Total Intermediate
0.0 0.0

(For this and optional exits, see Rockford city map, page 223.)

- ROCKFORD**, Main & State Sts. Go west on State St., pass Court House (on left), cross RR. (0.5 m), bearing slightly left with trolleys (0.6 m), follow same straight ahead for a few miles, past church (on right—5.2 m)—trolleys leave to left (6.5 m)—past school (7.9 m), cross trolley. **Caution** for sharp left and right turn under RR. (10.0 m); running upgrade, follow straight road—avoid all cross-roads, pass churches (on right—18.7 m, 21.1 m & 21.5 m); cross 2 small iron bridges (22.0 m), pass school (on right); straight ahead under RR. (24.0 m), bearing right with road, cross iron bridge; and left just beyond; cross RR. (25.2 m), turn right with road (25.4 m), cross RR. onto Galena Ave., follow same straight ahead to
- 26.7 26.7 Fork; bear right with poles, still on Galena Ave.,—past Court House (on right) to center of
- 27.1 0.4 **FREEPORT**, Galena Ave. & Stephenson St.
Myers & Rosenthal, 46 Exchange St., **Stock Michelin Tires**.
Continue straight through on Galena Ave., bearing left with same (27.3 m),—(trolleys come in from the right)—past brewery (on right—28.0 m). Road winds through woods, across iron bridge (30.1 m). **Caution** for sharp right and left turn under RR. (30.6 m) upgrade, pass school and church (31.2 m); pass church (32.2 m).
- 33.2 6.1 Avoid road to right past schoolhouse; bear left, cross RR. (35.3 m), pass church (on left) and school (on right—36.1 m), cross RR. (36.6 m). Straight through irregular 4-corners (37.6 m), cross RR. (37.8 m), turn left along tracks, and right away from same (38.4 m), to edge of
- 39.4 6.2 **LENA**—business center to left; creamery on right. Continue straight ahead, over rolling country, past cemeteries (on left—40.3 m & 41.5 m), up long steep grade (41.8 m). Beautiful view from top of grade. Bear left with road downgrade (43.3 m), and right up hill, along tracks, passing **Wadhams** station (on left) to
- 43.7 4.3 Fork; just after station; bear left along tracks, crossing same (44.4 m), turning right with road straight on to end of road at
- 47.8 4.1 **Nora**. Jog right, and immediately left along tracks,

- crossing same just beyond; follow along north side of RR. on direct road to end of same at
- 51.3 3.5 **WARREN, ILL.**—water-tower straight ahead; turn left, cross RR., pass band-stand (on left). Straight through center of town; bear right and left across RR. (52.9 m), going straight through 4-corners (56.8 m)—road to left leads into **Apple River**—pass cemetery (on left—57.1 m),
- 57.4 6.1 Right-hand road;—road straight ahead very poor—turn right and left (58.0 m). **Caution** for rough grades (59.0 m),
- 60.1 2.7 Right-hand road—church on farther right; turn right to
- 60.9 0.8 Fork; bear left. **Caution** for some rocky hills;
- 61.7 0.8 Right-hand road; turn right to
- 63.0 1.3 End of road; turn left.
- 64.0 1.0 Right-hand road; turn right to next
- 64.6 0.6 Left-hand road—cheese factory on farther left; turn left, turning right with road (65.7 m) and left (66.0 m), straight to center of
- 67.0 2.4 **SHULLSBURG, WIS.** Go straight through to
- 67.2 0.2 Left-hand turn on edge of town; turn left, follow main traveled road. **Caution** should be used for rough spots.
- 69.4 2.2 Fork just beyond iron bridge; turn right, upgrade, follow telephone line over some steep grades on direct road; straight through **Leadmine** (72.8 m), running down heavy grade to
- 73.5 4.1 End of road; turn left, crossing 2 iron bridges (73.6 m), follow direct road past stone church (75.1 m) to center of
- 75.3 1.8 **BENTON, WIS.** Straight through, bearing left past school (on left), church and cemetery (on right—75.6 m), running downgrade, cross RR. and iron bridge, up long grade; straight on to
- 77.9 2.6 Prominent cross-road—road straight ahead poor; turn left on straight road to center of
- 80.6 2.7 **HAZEL GREEN, WIS.**—iron water tower on left; brick block on right; turn square right, pass brick school (on left—80.2 m), running downgrade (82.2 m), pass school (on right—83.9 m); follow winding but direct road, bearing left and right (87.2 m), through small town of **Fair-play**; follow narrow winding valley road over numerous bridges, bearing left upgrade; **caution** for water-bars, to
- 90.4 9.8 End of road—store on right; turn left on good road, bearing slightly right past road-house (91.3 m), running down long steep grades into
- 93.3 2.9 **EAST DUBUQUE, ILL.**—4-corners; turn right, pass iron

WARNING TO INFRINGERS: The Courts have held that the reproduction of a peculiar inaccuracy in the text of any copyright production, together with the general appropriation of information, constitutes sufficient evidence of fraud, and is punishable under the copyright law of July, 1909, by fine or imprisonment, or both.

Rockford Section**Route 97**

water-trough (on right), cross RR. (93.6 m), bearing right upgrade along cliffs, and left onto long iron bridge over Mississippi River, running off western end of bridge onto 4th St., which follow straight ahead, cross RR. (94.5 m)—station on left—up slight grade to

- 94.7 1.4 Main St. Turn right—meeting trolley—to center of
 95.0 0.3 **DUBUQUE, IOWA**, Main & 8th Sts.

Hotel Julien, Second & Main Sts.

Gordon & Co. Garage, 4th & Main Sts., Stock Michelin Tires.

For city map, see page 860. For diverging routes, see **Index map**, page 848.

For through connections, see **Trunk-line Index map**, front of book.

Route 97—Rockford, Ill., to Madison, Wis.—75.1 m.

Route map, page 236

Reverse route, No. 131

Via Beloit, Janesville, Edgerton and Stoughton. On gravel or macadam practically all the way, offering an entirely new route between Janesville and Madison.

Descriptive Outline—Leaving Rockford on No. 2nd St., the route follows very closely the course of the Rock River into **Beloit**, probably best known through Beloit College, which is located in the heart of the city. It is one of the best of the smaller colleges in this country. On the property of the college are numerous Indian mounds, some of which have been opened and an excellent collection of Indian relics has been gathered and placed in the college museum. Many well-known manufacturing industries are located here, probably the best known being the Fairbanks-Morse Manufacturing Company, with its huge plant on the north side of the city; also the John Foster Shoe Company. All automobile owners will find it well worth their time to spend a few hours at the Warner Instrument Company's plant in South Beloit. This is one of the most complete of its kind in the world and is open for visitors all day. About three miles east of the city is the immense farm of F. W. Morgan, of the firm of Morgan & Wright. Directly north of Beloit we pass through **Janesville**, a thriving manufacturing city, and just to the north of city bear westward, away from the Rock River, following good road through picturesque rolling country, soon coming in sight of the numerous lakes near Madison, entering this city with its beautiful natural location from the north, following around shore of Lake Monona.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 223.)

- 0.0 0.0 **ROCKFORD**, Main & State Sts.

Go east on State St., crossing long iron bridge over Rock River.

- 0.4 0.4 **2nd St.**; turn left with one line of trolleys, following same past park (0.6 m), **avoiding** roads to the right (2.5 m & 3.0 m), following trolley to center of

- 11.8 11.4 **ROSCOE**. Keep straight ahead through town, with trolley.

- 12.6 0.8 Fork; keep right, leaving trolley, crossing RR. (13.6 m), passing fairgrounds (on left—16.5 m), curving left short distance beyond. Cross Rock River again.

- 16.8 4.2 Immediately after crossing river keep straight ahead, avoiding Broad St., curving left with Grand Ave., to first right-hand street in residence section of

- 16.9 0.1 **BELOIT**, Grand & Prairie Aves.—park on left.

Vale Garage, 444 Broad St., Stock Michelin Tires.

For city map, see page 232. For diverging routes, see **Index map**, page 264.

Turn right on Prairie Ave., 5 blocks.

- 17.4 0.5 5-corners; bear right on middle street, still on Prairie Ave., across RR. (18.1 m), keeping left at fork a short

Route 97

Rockford Section

distance beyond, going straight ahead on direct road, crossing RRs. (27.5 m & 28.4 m), meeting trolley from the left; follow same, curving left into Main St. (29.0 m), straight ahead to center of

29.9 12.5 **JANESVILLE**, Main & Milwaukee Sts.

Grand Hotel, S. High & Milwaukee Sts.

Reed-Gage Auto Co., 111 N. Main St.

For city map, see page 115. For diverging routes, see Index map, page 264.

Keep straight ahead on Main St., leaving trolley.

30.1 0.2 **4th Ave.**; turn right 1 block, turning left on Bluff St., following macadam straight ahead under RR. (30.4 m), cross RR. (30.6 m), winding around stone quarries, running up long grade with telephone poles, passing County Poor Farm (33.0).

33.4 3.3 4-corners—stone house on left; turn left with telephone poles for $\frac{1}{2}$ mile to

33.9 0.5 At brick school (on right) turn right, still with poles; avoid right-hand road (35.0 m) and private road (on left—36.9 m), following poles.

37.6 3.7 End of road; turn left to first

37.9 0.3 Right-hand road just after passing school (on left); turn right with double line of poles running onto macadam

40.0 2.1 Left-hand road—one line of poles; go straight ahead with dirt road, turn left downgrade with macadam.

40.2 0.2 End of road; turn left across iron bridge over Rock River, turning right off of same through **Indian Ford**, straight ahead up rather steep grade with macadam.

41.4 1.2 End of road; turn right, following winding road with main travel and telephone poles, crossing 2 RRs. at station, center of

42.9 1.5 **EDGERTON**. Immediately after crossing RR., turn left on Front St.

43.2 0.3 At RR. straight ahead bear right, turning right with road just beyond and then left, passing fairgrounds, follow telephone poles on rather winding road with good gravel.

45.2 2.0 End of road; turn right with poles.

48.1 2.9 End of road—school on right; turn left, still with poles.

50.7 2.6 End of road; turn right $\frac{1}{2}$ mile.

51.2 0.5 At school (on left) turn left with poles, following same over rolling country, curving right along RR. tracks (54.2 m).

54.3 3.1 **Caution** for sharp left and right turns under RR., following along tracks.

54.6 0.3 At wagon factory (on left) turn right, recrossing RR., running downgrade.

54.8 0.2 End of street; turn right on Main St., center of

54.9 0.1 **STOUGHTON**—library on farther left.

Keep straight ahead through town 1 block after crossing iron bridge.

55.2 0.3 At church (on right) turn right on Page St., crossing

Rockford Section

Route 98

- RR. (56.0 m), going straight ahead past Lake Kegonsa
- 59.1 3.9 End of road; turn left across RR., curving right with road a short distance beyond, upgrade. **Caution** for bad RR. crossing (60.4 m).
- 62.3 3.2 End of road; turn left, following direct road, bearing right upgrade (64.1 m).
- 65.0 2.7 At church (on right) turn left, crossing RR. in **McFarland** (65.2 m).
- 65.3 0.3 Just after crossing RR., turn right, keeping right just beyond; follow along RR., over rolling country, past **Lake Waubesa Sta.** (66.4 m).
- 66.5 1.2 Just after passing station, turn right across RR., taking next left, follow telephone poles on direct road over rolling country, avoiding all right and left-hand roads, curving left around Third Lake (71.1 m), meeting trolley from the right (72.5 m); follow same on Atwood Ave., across RR. (72.9 m).
- 73.2 6.7 Turn left with trolley on Winnebago St., crossing RR. (73.5 m), keep straight ahead, curving slightly right and left across RR. at station (74.8 m), onto Wilson St.
- 74.9 1.7 **King St.**; bear right with trolleys upgrade to center of
- 75.1 0.2 **MADISON**, Main & King Sts.—State Capitol straight ahead.

Capital House, **King St.**

Hokanson Auto Co., Doty St., Stock Michelin Tires.

Pregler Auto Garage, 323 W. Johnson St., Stock Michelin Tires.

For city map, see page 283. For diverging routes, see Index map, page 281.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 98—Rockford, Ill., to Milwaukee, Wis.—94.4 m.

Route map below.

Reverse route, No. 110

Via Beloit, Elkhorn and Waukesha. On good gravel roads all the way.

An excellent option to this route with very little difference in mileage is offered by following Route 99 to Lake Geneva and from there Route 121 to Milwaukee.

(For this and optional exits, see city map, page 223.)

MILEAGES
Total Intermediate

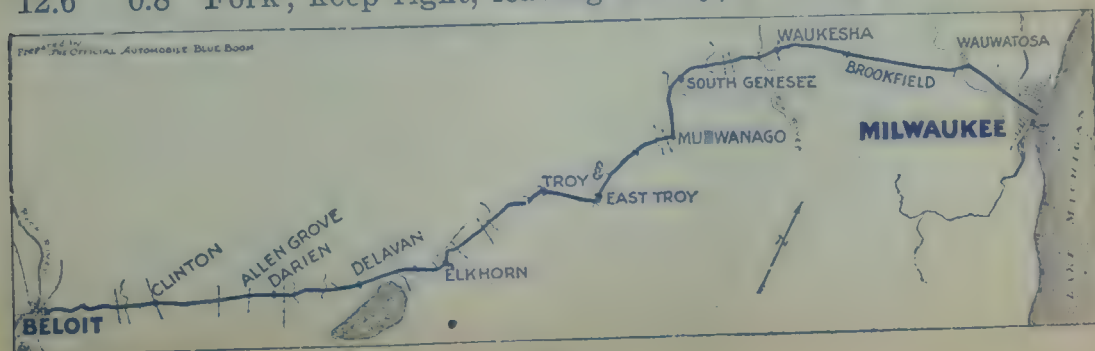
0.0 0.0 **ROCKFORD**, Main & State Sts.

Go east on State St., crossing long iron bridge over Rock River.

0.4 0.4 **Second St.**; turn left with one line of trolleys, following same past park (0.6 m), avoiding road to the right (2.5 m & 3.9 m), following trolley to center of

11.8 11.4 **ROSCOE**. Keep straight ahead through town, with trolley.

12.6 0.8 Fork; keep right, leaving trolley, crossing RR. (13.6 m),





Vale Garage

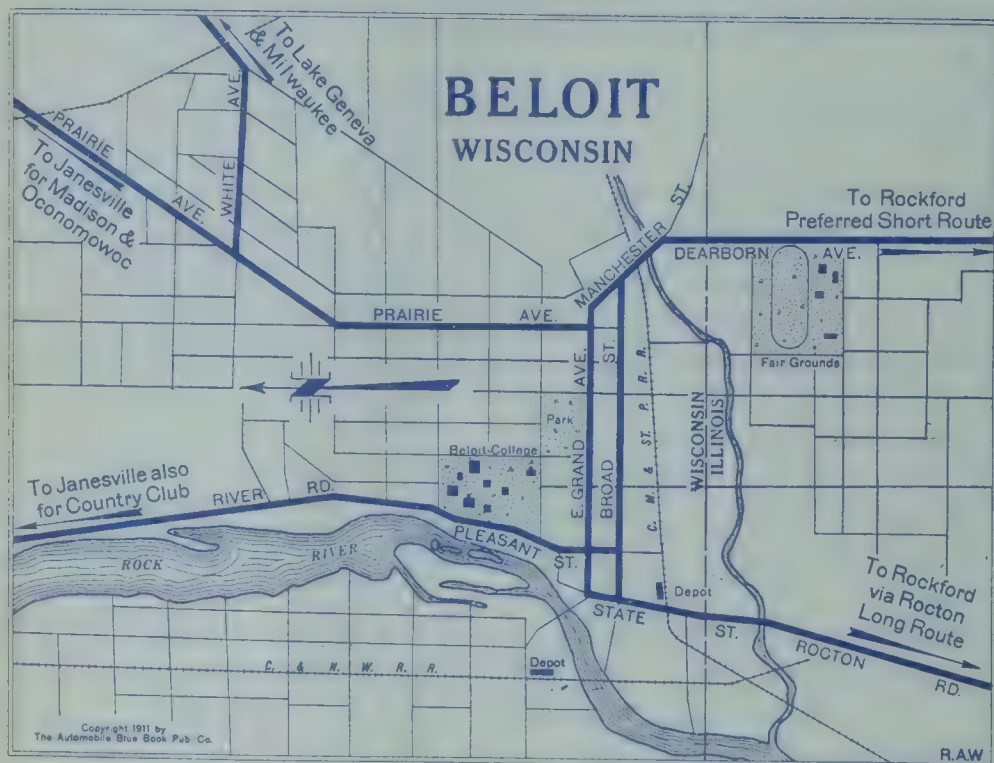
444 Broad Street

BELOIT, WIS.

R. R. ALLEN, Prop.

Completely equipped to
take care of all the
wants of your car

The Oldest Shop in City



passing Fair Grounds (on left—16.5 m), curving left short distance beyond. Cross Rock River again.

- 16.8 4.2 Immediately after crossing river keep straight ahead, avoiding **Broad St.**, curving left with **Grand Ave.**, to first right-hand street in residence section of
- 16.9 0.1 **BELOIT**, Grand & Prairie Aves. Park on left.
Vale Garage, 444 Broad St., Stock Michelin Tires.
For diverging routes, see Index map, page 264.
Turn right on Prairie Ave. for $\frac{1}{2}$ mile.
- 17.4 0.5 5-corners; bear right on middle street, still Prairie Ave.
- 17.7 0.3 **White Ave.**; turn right, leaving route to Janesville, crossing RR. and iron bridge (18.1 m). Road is almost straight from here to Delavan, avoiding all intersecting roads. Cross RR. (26.2 m), through **Clinton Jct.** (26.6 m); cross RR. (28.3 m).
- 32.0 14.3 **ALLENS GROVE**. Straight ahead downgrade, crossing iron bridge (32.4 m), avoiding right-hand road with diagonal cross-road (32.5 m), through **Darien** (35.8 m),

Rockford Section

Route 98

- p crossing RR. (37.3 m), curving left with road (38.8 m).
-
- 39.3 7.3 End of street; turn right downgrade, crossing iron bridge to center of
-
- 39.7 0.4
- DEHAVAN.**
- Brick water tower in small park on left.
-
- City Garage, Stock Michelin Tires.
-
- For diverging routes, see Index map, page 264.
-
- Keep straight ahead through town on Main St.
-
- 40.1 0.4 Fork at Cannon in angle; bear left, straight out of town on direct road with main travel to center of
-
- 45.5 5.4
- ELKHORN.**
- Court House on left. Straight ahead through town.
-
- 45.7 0.2 End of street; turn left, curving right at school, passing Fair Grounds (on right); cross RR. (46.3 m) to first
-
- 46.6 0.9 Left-hand road; bear left, going straight ahead; recross RR. (49.2 m).
-
- 49.7 3.1 End of road; turn right under RR., keeping straight ahead.
-
- 52.5 2.8 Fork; church and cemetery on right; bear left, curving right into road from left (54.3 m), straight through
-
- Troy**
- (56.7 m) to center of
-
- 55.7 3.2
- E. TROY.**
- Public Square straight ahead. Jog left and right around Square, taking angling road at northeast corner, follow same with main travel, avoiding right-hand road (58.7 m).
-
- 59.4 3.7 Fork; bear left, keep straight ahead, meeting trolley at
- Army Lake Station**
- (59.9 m), follow trolley on direct road, crossing bridge over same at
- Beulah Station**
- (61.7 m). Trolley leaves to the left (63.0 m). Road is straight ahead, recrossing trolley (64.1 m) to center of
-
- 64.5 5.1
- MUKWONAGO.**
- Route 39 comes in from the right. Keep straight north direct over rolling country with one or two sandy spots.
-
- 70.4 5.9 Fork at foot of short grade; bear right through old town of
- Saylesville**
- (70.9 m).
-
- 73.4 3.0 3-corners; bear left, continuing straight ahead with main travel across 2 RRs. (76.1 m).
-
- 77.2 3.8 Right-hand branch road; bear right across RR. and iron bridge.
-
- 77.4 0.2 Just after passing mineral spring (on right) turn left on brick pavement, curving right with same on Main St. to center of
-
- 77.7 0.3
- WAUKESHA,**
- Main & Broadway.
-
- Resthaven Hotel, Arcadian Ave.
-
- Schober Brothers, 321 Main St., Stock Michelin Tires.
-
- For city map, see page 254. For diverging routes, see Index map, page 253.
-
- Keep straight ahead on Main St.
-
- 77.9 0.2 Just after passing Court House (on right) bear left into
- White Rock Ave.**
- , following same across RR. (78.4 m).
-
- 78.6 0.7 4-corners edge of town; saloon on both sides of street; bear right, going straight ahead to 3-corners at

Route 99**Rockford Section**

- 81.3 2.7 **BROOKFIELD.** Bear slightly right, keeping straight ahead through all cross-roads.
- 84.4 3.1 Fork; roadhouse in angle; keep right, crossing RR. (86.4 m) over RR. bridge (87.5 m), cross trolley (90.8 m). **Caution** for narrow downgrade just beyond.
- 91.4 7.0 Bear left, continuing downgrade past new concrete viaduct, running upgrade onto Grave Ave., follow same straight ahead past monument and library (93.7 m) to center of
- 94.4 3.0 **MILWAUKEE,** Grand Ave. Bridge.

Maryland Hotel, 137 Fourth St.

Plankinton Hotel, Grand Ave.

College Inn, Grand Ave.

Rambler Garage Co., 455 Broadway.

For city map, see page 238. For diverging routes, see Index map, page 236.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 99—Rockford, Ill., to Lake Geneva, Wis.—52.8 m.

Route map, page 253

Reverse route, No. 120

Via Belvidere and Walworth. Mostly gravel roads with some stretches of dirt between Belvidere and Walworth which are in excellent condition during the summer months.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 223.)

- 0.0 0.0 **ROCKFORD,** Main & State Sts.
Go east on State St., across long iron bridge over Rock River, bearing left (0.5 m), still on State St., to
- 0.6 0.6 Fork; bear right on Charles St.—trolleys leave to the right, just beyond. Continue straight ahead out of city up slight grade to
- 3.4 2.8 Right-hand road; bear right, follow straight road, picking up trolleys (from the right—5.1 m), follow same downgrade across iron bridge and RR. (7.5 m) to center of
- 7.6 4.2 **CHERRY VALLEY.** Straight through to
- 7.8 0.2 End of street—school on right; turn left and next right just beyond, cross trolley (8.8 m), pass school (on right—10.2 m).
- 13.2 5.4 Prominent cross-road; turn left, same road becoming Pearl St., which follow to
- 14.1 0.9 1st St.—brick school on farther right; turn right to end of same at State St.
- 14.3 0.2 **BELVIDERE,** State & 1st Sts.
Tri-Angle Garage, W. Pleasant St.
Turn left, going straight through business center, with trolley, across RR. and long iron bridge.
- 14.7 0.4 **Lincoln Ave.**—first street beyond bridge; turn right on brick pavement, crossing RR.
- 15.2 0.5 3-corners—end of brick pavement.
- 15.7 0.5 End of road; turn right $\frac{1}{2}$ mile.
- 16.2 0.5 4-corners; turn left about $2\frac{1}{2}$ miles.
- 18.7 2.5 Right-hand road; turn right, crossing 2 bridges.
- 19.7 1.0 End of road—old cemetery on left; turn left to first

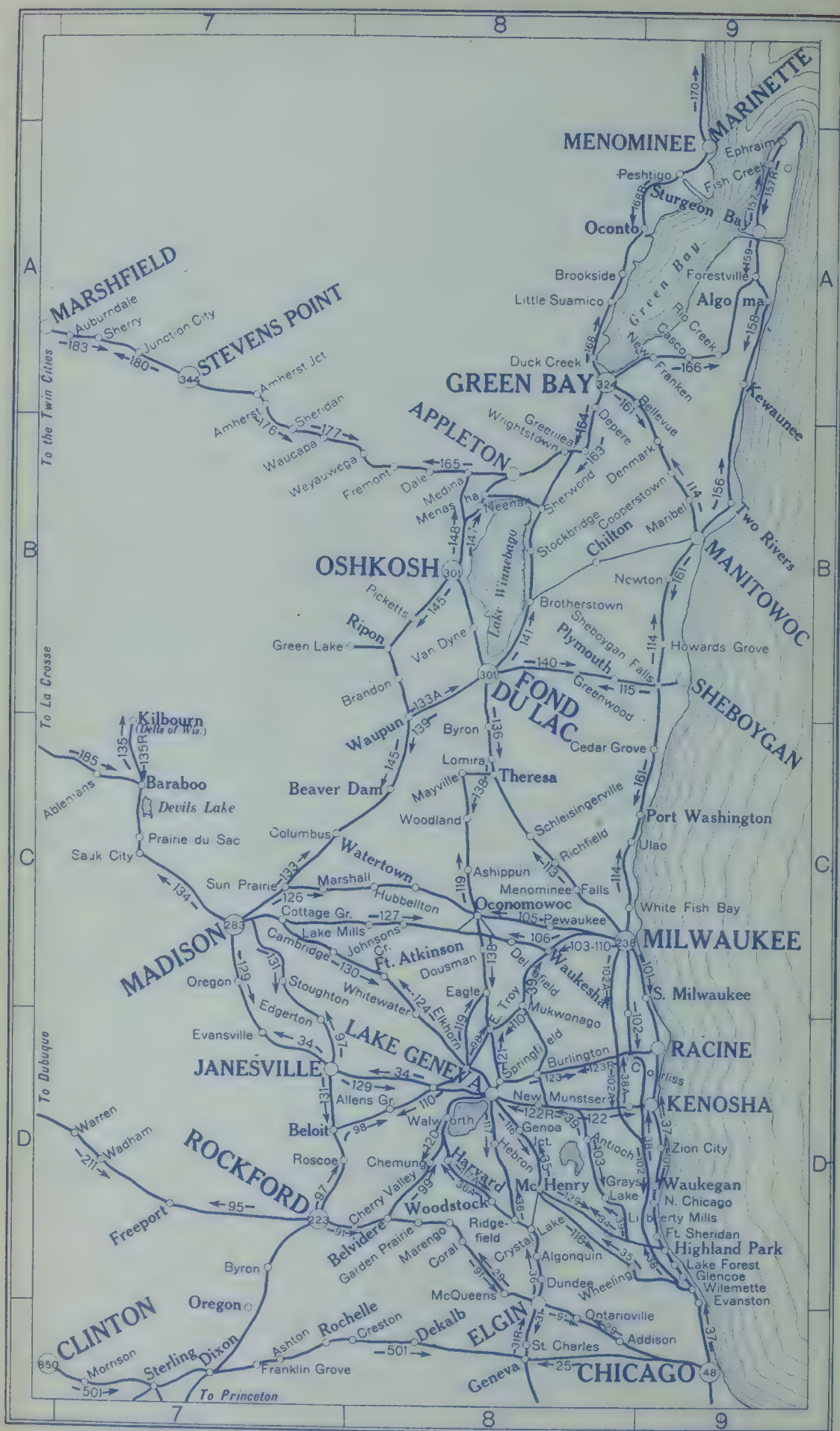
Rockford Section

Route 99

- 20.0 0.3 Right-hand road; turn right for almost 1 mile.
- 20.9 0.9 4-corners—school on right; turn left.
- 22.4 1.5 4-corners, just after passing church and cemetery; turn right.
- 23.4 1.0 End of road—school straight ahead; turn left ½ mile.
- 23.9 0.5 At large barn (on left) bear right into angling road, following same direct.
- 26.3 2.4 End of road; turn right, curving left with road a short distance beyond, to first
- 26.8 0.5 Right-hand road—school on farther right; turn right for almost 2 miles.
- 28.6 1.8 At old stone school in grove (on right) turn left, direct into center of
- 31.7 3.1 **CHEMUNG**—grocery stores on diagonal corners.
Road to the right is direct into Harvard, about 2½ miles.
Jog slightly right and left, straight through town.
- 32.0 0.3 At creamery (on left) turn right on rather narrow road for short distance, curving left with same, follow main travel, using **caution** for dangerous RR. (32.3 m) and again at **Lawrence** (38.8 m), keeping straight through town.
- 36.3 4.3 4-corners—school on farther right; turn left, following trolley straight north through **Big Foot** (38.8 m) to center of
- 41.3 5.0 **WALWORTH**—park on further left. Turn right, straight out of town.
- 41.8 0.5 Left-hand road—cemetery ahead on right; turn left. **Caution** for dangerous RR. (42.0 m), meeting trolley again (42.2 m), follow same direct to
- 43.4 1.6 **FONTANA**—post office on left. Straight ahead—trolley leaves to the right—curving left around gravel pit, avoiding road (on right) which leads to the lake. **Caution** for sharp turns on winding upgrade, through 4-corners (44.2 m), to next
- 45.2 1.8 Cross-road—Chicago Motor Club sign on farther right; turn right, passing entrance to Yerkes Observatory (46.5 m).
- 46.9 1.7 Fork; bear left to center of
- 47.2 0.3 **WILLIAMS BAY**. Straight ahead downgrade, passing station (on left), lake (on right), running upgrade to first
- 48.3 1.1 Left-hand road; turn left with main travel and poles.
- 48.6 0.3 End of road; turn right, go straight ahead on fine gravel road over rolling country, to center of
- 52.8 4.2 **LAKE GENEVA**, Main & Broad Sts.
Badger Garage.
For diverging routes, see Index map, page 264.

CAUTION—Always use the **INDEX TO CITIES AND TOWNS**, on pages 7 to 19, in connection with **SECTION INDEX MAPS**, for locating routes to intermediate points which are not route centers.

Eastern Wisconsin Index Map



The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map which is placed at head of corresponding section.

Why Not?

Meet Me At

Milwaukee's College Inn

Where You Get

Good Things to Eat and Drink

Everything the Very Best

Sea Food—Our Specialty

Music and Singing

Miller's "High-Life" Beer

There's None Better!



—How Do You Do?—

WM. H. MORRIS, Manager

THE Rambler GARAGE



RAMBLER GARAGE COMPANY OF MILWAUKEE

'Phone Main 1139

455-459 BROADWAY, MILWAUKEE



HOTEL MARYLAND

137 Fourth St., MILWAUKEE, WIS.

Milwaukee's Newest and Best.

Fireproof and Strictly Modern.

Rooms Single and Ensuite, with or without Bath.

Rates from \$1.00 to \$2.00 without bath and \$2.00 to \$4.00 with bath.

Cuisine of Peculiar Excellence.

Special attention paid to Automobile Parties.

Your patronage solicited and appreciated.

H.S. HADFIELD CO., Prop., C.W. DELVEY, Mgr.



City map of Milwaukee showing main thoroughfares used for Automobile travel into and through the city.

MILWAUKEE SECTION

ROUTES 101 TO 125.

Route Center—The Grand Ave. bridge has been taken as the starting point of all routes from Milwaukee, as it was difficult to select a more central location and at the same time be so easily identified by strangers.

Points of Interest—Milwaukee is the metropolis of Wisconsin and the gateway to that state. It was founded in 1848 by a French-Canadian, Solomon Juneau. Wisconsin as a state is famous through the central states as a summer resort section and has been called the "Play Ground of the Middle West." Within its borders are thousands of small lakes, with attractive summer resorts and summer homes. Many of these lakes are within easy reach of this city, as Waukesha County alone, only a few miles west, has over 20 lakes within its borders. Milwaukee is noted in two ways as a great industrial city and for the beauty of its location on the bluffs overlooking Lake Michigan. As a manufacturing city it leads this country in four distinct lines, viz.: Machinery, tinware, tanning and brewing. The Allis-Chalmers Company is the largest machinery manufacturing plant on this continent and Milwaukee breweries are famous the world over. Visitors are always welcome to these plants and guides are on hand to show them about. A ride along the north lake shore drive is well worth while, as it not only offers magnificent views of the lakes, but passes through the finest residence section of the city. Just west of the business section on Grand Ave., at the top of the hill, are the public library and museum, the latter containing the largest collection of Indian copper implements in America. Just west of the museum is the Deutscher Club and still farther west is Marquette University. Continuing on Grand Ave. we pass through a beautiful old residence section. On the edge of the city has just been completed what is probably one of the greatest engineering feats in concrete so far attempted; this is the gigantic viaduct spanning the banks of the Menomonee River, at a cost of \$500,000. Still a little further west we come to the National Soldiers' Home, occupied by 3,500 veterans of the Civil War.

Route 101—Milwaukee, Wis., to Chicago, Ill.—92.0 m.

Route map, page 253

Reverse route, No. 37

Via Racine and Kenosha, what is generally known as the shore route. After leaving Highland Park following Sheridan Road practically all the way. First third of the way about equally divided between dirt and gravel road, with some rather poor sandy stretches, particularly in dry weather.

For other routes to Chicago, see pages immediately following.

MILEAGES

Total Intermediate

0.0 0.0 **MILWAUKEE**, Grand Ave. bridge.

Go west on Grand Ave.

- | | | |
|-----|-----|---|
| 0.4 | 0.4 | 6th St. ; turn left with one line of trolleys, crossing long viaduct (0.6 m), same thoroughfare becoming First Ave., which follow straight ahead, jogging right and immediately left (1.9 m). |
| 2.2 | 1.8 | Mitchell St. —large church short distance to the left; turn left to end of street. |
| 2.6 | 0.4 | Kinnikinnick Ave. ; turn right, keeping straight ahead where trolley bears right on Clinton St., running under 2 RRs., crossing drawbridge (3.0 m)—trolley comes in from the right (3.4 m); keep practically straight ahead on Kinnikinnick Ave. with brick pavement, running under RR. (4.5 m). |
| 4.7 | 2.1 | 4-corners just after brick pavement ends; bear right with trolley, crossing RR. and interurban trolley (6.4 m) trolley leaves to the left just beyond. |
| 7.5 | 2.8 | Fork —small blacksmith shop straight ahead; bear left, crossing RR. (8.4 m), meeting trolley (8.7 m) follow same to end of street. |

10.9 3.4 **SOUTH MILWAUKEE.**

Hoffman's Garage.

Turn square right with trolley under RR.

11.1 0.2 4-corners just beyond RR.; turn left with trolley on direct road bearing left (19.7 m), cross RR. to

19.8 8.7 Right-hand road; turn right with trolley, running onto brick pavement on Douglas Ave. (23.1 m), follow same past iron watering trough (on right—23.4 m).

24.4 4.6 End of street—Case Threshing Machine Co. (on right); turn left, cross iron bridge to

24.5 0.1 **Main St.**; turn right with trolley to center of24.8 0.3 **RACINE**—Public Square, Main & 6th Sts.

Hotel Racine, Main & Sixth Sts.

Wagner's Restaurant, West Sixth St.

Brietzke & Pauli Garage, 510 College Ave., Stock Michelin Tires.

For city map, see page 122.

Continue straight ahead on Main St., passing library (on left—24.9 m), to

25.5 0.7 **14th St.**; turn right one short block and then left on Wisconsin St., meeting trolley; follow same for 3 blocks25.8 0.3 **17th St.**; turn right 8 blocks to26.2 0.4 **Mead St.**; turn left—trolley comes in from the left just beyond; follow same to

27.3 1.1 4-corners; turn right with trolley.

27.5 0.2 Left-hand road; turn left, still with trolleys, bearing right away from same, cross RR. (28.9 m), curving left, recrossing RR. (29.4 m), follow trolleys on direct road, curving left around cemetery (33.7 m), same thoroughfare becoming Milwaukee Ave., which follow to

35.3 7.8 Fork; keep left with trolley running onto Main St., which follow across RR. (35.5 m) to center of

35.6 0.3 **KENOSHA, WIS.**, Main & Wisconsin Sts.

Arthur Gardiner's Garage, Wisconsin & Exchange Sts.

Kent Motor Car Co., 309 Church St., Stock Michelin Tires.

For city map, see page 122.

Go straight ahead to first right-hand street.

35.7 0.1 5-corners; bear right on middle street, Park Ave.—trolley leaves to the right just after turn. Bear left at church along edge of park (on right) to right-hand street at farther end of park, where turn right and next left on Chicago St., to second right from park.

36.0 0.3 **Julius St.**; turn right one block to36.2 0.2 **Ashland Ave.**; turn left, meeting trolley, cross RR. (37.0 m)—trolley ends; continue straight ahead on direct road—some sandy spots between this point and Waukegan.

8

HUNDREDS of Warner Auto-Meters are being used on the fifth and sixth car. We have never known a Warner to wear out or become inaccurate in use. It is indeed "The Aristocrat of Speed Indicators."

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

EX-SHERIFF GRIFFIN'S GARAGE

119-121-123 S. Sheridan Road, Waukegan, Ill.

Machinists**Supplies****Accessories****AUTO
LIVERY**If in trouble
Phone us
215

- 45.4 9.2 **ZION CITY, ILL.** Continue straight through
- 51.2 5.8 Grand Ave.—iron fence on left, 2 stone houses on both right-hand corners; turn right 1 block then left into center of
- 51.4 0.2 **WAUKEGAN**—trolley comes in from the right.
Griffin's Waukegan Gar., 119 S. Sheridan Rd., Stock Michelin Tires.
Continue straight through with trolley across iron bridge to
- 51.9 0.5 **W. Belvidere St.**; turn left with trolley and next right on Marion St., following same straight out of town, bearing right away from trolley and along RR. tracks (52.9 m), running under RR. (54.1 m) to end of road at
- 54.6 2.7 **NORTH CHICAGO.** Turn left across RR. and trolley and immediately right, passing buildings of U. S. Naval School over to the left; follow straight road along trolley and RR to end of same at
- 59.5 4.9 **LAKE FOREST**—RR. underpass on right.
C. G. Wenban & Son, Stock Michelin Tires.
Turn left, keeping left at fork with lamp post in center just beyond.
- 59.9 0.4 Entrance to Lake Forest College grounds; turn square right, following main travel. **Caution** for narrow, winding grade through woods (61.2 m).
- 61.3 1.4 Left-hand road; straight ahead, turn left, curving right with road just beyond on direct road through woods to Government grounds at
- 62.8 1.5 **FORT SHERIDAN.** Jog right and immediately left, passing flagpole (on left) to
- 63.0 0.2 Left-hand street—guard house on right; turn left, between company quarters, passing water tower (on left).
- 63.2 0.2 Triangle just after water tower; bear right, running out of government grounds; cross several iron bridges over small ravines.
- 64.3 1.1 4-corners; turn left on Sheridan Road, curving right on Oak St. just beyond.
- 64.7 0.4 4-corners; turn left, curving right just beyond, running onto Sheridan Road, follow same, passing Hotel Moraine (on left—65.1 m). Road is straight to

Garage Phone 140

Mgr's Res. Phone 139

Highland Park, Ill.
Auto Station
S. R. C.

EMERGENCY MACHINE

AUTOMOBILES

Built, Repaired,
Stored, Charged,
Rented ::::

All Supplies. Complete Machine and Smith Shop. Open all the time
A. G. McPHERSON, Manager

- 65.8 1.1 Central Ave.—iron water trough straight ahead; turn right 1 block to center of
- 65.9 0.1 **HIGHLAND PARK**—RR. crossing straight ahead.
Moraine Hotel, North Sheridan Road.
Highland Park Auto Station, 11 Park Ave.
Turn left past station (on right), still on Sheridan Road.
- 67.4 1.5 4-corners—signpost on left; turn left.
- 68.4 1.0 End of road—**Ravinia Park** on right; turn left, curving right with road (68.6 m), follow winding but direct road.
- 69.1 0.7 3-corners; turn left, still on Sheridan Road, running through a number of small ravines on edge of **Glencoe**, to
- 71.2 2.1 End of road; turn left and next right just beyond, using **caution** for steep winding downgrade at Hubbard's Hill, curving right at bottom, up corresponding grade out of valley; pass brick water tower (on left—72.7 m), following main thorofare to edge of
- 76.1 4.9 **WILMETTE**. Jog right and immediately left into 5th St., straight ahead on same, crossing trolley (76.4 m).
- 76.5 0.4 **Linden Ave.**; turn left. **Caution** for poor wooden bridge over excavations.
- 77.0 0.5 End of street; turn right into Sheridan Road, same becomes Ridge Ave., which follow straight ahead past golf club.
- 78.6 1.6 **Caution** for sharp right and left turns under RR., running upgrade just beyond; leave brick, running onto macadam, which is rather poor (1910).
EVANSTON, Ridge Ave. & Davis Sts.
Northwestern Garage, 1622 Maple Ave., Stock Michelin Tires.
Straight ahead, running onto brick pavement again;
- 82.3 3.7 **Devon Ave.**—large brick church on right; turn left downgrade under RR.
- 82.5 0.2 **Clark St.**—trolley crossing; turn right for 1 mile on Clark St.
- 83.5 1.0 **Bryn Mawr Ave.**; turn left, crossing trolley (83.9 m) to end of street at
- 84.2 0.7 **Sheridan Road**; turn right, straight ahead.

Authorized by
PACKARD
Motor Car Co.
of Detroit

Packard
OILS

Manufactured only by
Wolverine Lubricants
Co., 80 Broad Street,
New York.

NOTICE TO TOURISTS

Grant Park Garage

B. C. HAMILTON & CO., Prop.

is the best appointed Garage, centrally
located, near hotels and shopping districts

Phones
Calumet 2601 and 2602

1218 Michigan Ave., Chicago

- 86.2 2.0 Immediately after passing under elevated, turn left under elevated, again curving right along shore of lake (86.7 m).
- 87.5 1.3 Fork; bear left along lake on new drive.
- 88.3 0.8 Just after passing bath houses (on left), curve left into main drive, following same straight through Lincoln Park along lagoon (on left), running straight out of park to
- 90.7 2.4 **Chicago Ave.**—immediately beyond pumping stations; turn right.
- 90.8 0.1 **Rush St.**; turn left, following boulevard guide lights.
- 91.3 0.5 Immediately after crossing drawbridge jog left and right into Michigan Ave., which follow straight ahead to
- 92.0 0.7 **CHICAGO**, Michigan & Jackson Bouls.

La Salle Hotel, La Salle & Madison Sts.

Congress Hotel & Annex, Michigan Blvd. & Congress St.

New Southern Hotel, Michigan Blvd. & 13th St.

Hotel Metropole, Michigan Blvd. & 23d St.

Lexington Hotel, Michigan Blvd. & 22d St.

The Stratford Hotel, Michigan & Jackson Bouls.

Grant Park Garage, 1214 Michigan Blvd.

Official Garage, 33d St. & So. Park Blvd.

Owen H. Fay Livery Co., 53 Plymouth Place.

For city map, see page 48. For diverging routes, see Index map, page 46.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Adams Brothers Co., 918 E. 43rd St.

Ajax Auto Company, 834 E. 43rd St.

Graham Automobile Co., 1616-24 Madison St.

Hayes Avenue Garage Co., 6556-58 Sheridan Road.

Homan Garage & Auto Livery, 3357 Colorado Ave.

Kastner Tire Repair Co., 2112 Michigan Ave.

Lexington Motor Co., 2015 Michigan Ave.

Manor House Garage, 1137 Hollywood Ave.

Matador Tire & Vulcanizing Co., 1400 Michigan Ave.

Rogers Park Garage, 7070 Southport Ave.

Schillo Garage, 945-7 Dekin St.

Star Garage & Machine Shop, 2253 Cottage Grove Ave.

The Boulevard Tire & Supply House, 615 Diversey Blvd.

The Mid West Motor Supply Co., 554 Jackson Blvd.

Triangle Company, 318 Garfield Blvd.

Wilson Avenue Garage, 4551 Kenmore Ave.

Wilcox Bros., 1308 Michigan Ave.

Michelin
Tire
Stockists
in
Chicago

Route 102—Milwaukee, Wis., to Chicago—92.7 m.

Route map, page 253

Reverse route, No. 38

Via Franksville and Corliss, meeting the shore route at Wilmette. One of the many possible combinations to be made up from Milwaukee to Chicago known as "Inside Routes." Unless material improvements are made on the shore route during the summer of 1911 this route or Route No. 38a is preferable.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 238.)

0.0	0.0	MILWAUKEE , Grand Ave. bridge.
		Go west on Grand Ave., to
0.4	0.4	6th St. ; turn left with branch trolley, crossing long viaduct (0.6 m), same thoroughfare becoming 1st Ave., which follow straight ahead, jogging right and immediately left (1.9 m).
2.2	1.8	Mitchell St. —large church short distance to the left; turn left to end of street at
2.6	0.4	Kinnikinnick Ave. ; turn right, running under 2 RRs., crossing drawbridge (3.0 m). Take care not to pass
3.4	0.8	Howell Ave. ; bear right with branch line of trolleys, following same straight ahead past park (on left—4.3 m). Avoid road to the left (4.7 m), running under RR. just beyond. Trolley ends at picnic grounds (6.0 m), road is straight south for 14 miles, crossing high-speed trolley at Rawson (9.5 m); jog slightly left and right through irregular 4-corners (15.4 m) to end of road at
20.1	16.7	FRANKSVILLE —station on right. Turn left.
20.7	0.6	Right-hand road—brick school on left; turn right, passing Rosemary Academy (on left—23.9 m), cross RR. (24.6 m), end of road at
24.8	4.1	CORLISS . Turn left away from tracks.
25.2	0.4	4-corners; turn right, leaving gravel on rather poor road for a short distance.
27.2	2.0	End of road; turn left, crossing RR. (27.7 m) to first
28.2	1.0	Right-hand road; turn right, meeting good road from Racine (28.7 m), winding through woods just beyond; continue straight ahead.
32.7	4.5	4-corners—Motor Club sign on right—Route No. 102a comes in from the right; continue straight ahead through all cross-roads, crossing RR. (36.1 m).
48.9	16.2	Irregular 4-corners—school on farther left; jog slightly left and right, keeping straight south.
49.9	1.0	Jog left and immediately right through irregular 4-corners, through prominent cross-road (50.6 m), curving left and right with road (51.1 m), crossing bridge over RR. (54.6 m).
55.5	5.6	4-corners immediately before bridge over trolley; turn right along trolley tracks, crossing RR. (56.2 m) to next
56.8	1.3	4-corners; turn left across trolley, continue straight south on good gravel road to end of road at
60.7	3.9	EVERETT STATION . Jog right across RR. and immediately left, following telephone poles.

Milwaukee Section

Route 102

- 62.2 1.5 Prominent cross-road—road to the left leads to Highland Park. Keep straight ahead, crossing RR. (64.0 m).
- 64.8 2.6 **DEERFIELD**—white stores on left. Keep straight ahead through Northfield (67.4 m), passing Catholic Convent (68.7 m). **Take care not to pass**
- 71.4 6.6 Left-hand road; turn left, crossing RR., running onto brick pavement at **Grosse Point** (75.3 m), follow same straight ahead on Lake Ave., across RR. and 3rd rail (75.9 m) to
- 76.9 5.5 **WILMETTE**, Lake Ave. & 5th St.—low concrete house on right.
Turn right on 5th St., crossing trolley.
- 77.2 0.3 **Linden Ave.**; turn left. **Caution** for poor bridge over excavations.
- 77.7 0.5 End of street; turn right on Sheridan Road, passing Golf Club, same thoroughfare becomes Ridge Ave., which follow straight ahead onto brick pavement.
- 79.3 1.6 At foot of short grade **caution** for sharp right and left under RR. upgrade into
- 80.0 0.7 **EVANSTON**, Ridge Ave. & Green St.
Northwestern Garage, 1622 Maple Ave., Stock Michelin Tires.
Continue on Ridge Ave., straight ahead on rather worn macadam, running onto brick pavement again. **Take care not to pass**
- 83.0 3.0 **Devon Ave.**—large brick church on farther right; turn left down slight grade under RR.
- 83.2 0.2 **Clark St.**—trolley center; turn right for 1 mile with trolleys.
- 84.2 1.0 **Bryn Mawr Ave.**; turn left, crossing trolley (84.6 m) to end of street at
- 84.9 0.7 **Sheridan Road**; turn right, straight across trolley (86.3 m).
- 86.9 2.0 Immediately after passing under elevated, turn left under "L," again curving right along lake (87.4 m).
- 88.2 1.3 Fork; bear left along shore of lake.
- 89.0 0.8 Just after passing bath houses (on left) bear left into main drive of **Lincoln Park**, following same straight ahead along lagoon (on left), running out of park (90.4 m) onto Lincoln Park Boulevard.
- 91.4 2.4 **Chicago Ave.**, immediately beyond stone pumping stations; turn right.

SPECIAL NOTICE: The entire contents of this Guide is protected by U. S. copyright, vested in the Automobile Blue Book Publishing Company. All reproductions of maps or text are absolutely prohibited, and infringers will be vigorously prosecuted under the law of July, 1909, which makes such act a felony punishable by fine or imprisonment, or both.

Route 102A**Milwaukee Section**

- 91.5 0.1 **Rush St.**; turn left, following boulevard guide lights.
 92.0 0.5 Immediately after crossing drawbridge jog left and immediately right onto Michigan Ave., which follow straight ahead to route center of
 92.7 0.7 **CHICAGO**, Michigan & Jackson Boulevards.

For city map, see page 48. For diverging routes, see **Index map**, page 46.

For through connections, see **Trunk-line Index map**, front of book.

La Salle Hotel, La Salle & Madison Sts.

Lexington Hotel, Michigan Blvd. & 22d St.

Congress Hotel & Annex, Michigan Blvd. & Congress St.

Hotel Metropole, Michigan Blvd. & 23d St.

New Southern Hotel, Michigan Blvd. & 13th St.

The Stratford Hotel, Michigan & Jackson Blvds.

Owen H. Fay Livery Co., 53 Plymouth Place.

Grant Park Garage, 1214 Michigan Blvd.

Official Garage, 33d St. & So. Park Blvd.

Adams Brothers Co., 918 E. 43rd St.

Ajax Auto Company, 834 E. 43rd St.

Graham Automobile Co., 1616-24 Madison St.

Hayes Avenue Garage Co., 6556-58 Sheridan Road.

Homan Garage & Auto Livery, 3357 Colorado Ave.

Kastner Tire Repair Co., 2112 Michigan Ave.

Lexington Motor Co., 2015 Michigan Ave.

Manor House Garage, 1137 Hollywood Ave.

Matador Tire & Vulcanizing Co., 1400 Michigan Ave.

Rogers Park Garage, 7070 Southport Ave.

Schillo Garage, 945-7 Dekin St.

Star Garage & Machine Shop, 2253 Cottage Grove Ave.

The Boulevard Tire & Supply House, 615 Diversey Blvd.

The Mid West Motor Supply Co., 554 Jackson Blvd.

Triangle Company, 318 Garfield Blvd.

Wilson Avenue Garage, 4551 Kenmore Ave.

Wilcox Bros., 1308 Michigan Ave.

**Michelin
Tire
Stockists
in
Chicago**

Route 102a—Milwaukee, Wis., to Chicago—94.1 m.

Route map, page 253

Reverse route, No. 38a

Last two-thirds of this route being the same as Route No. 102. First part being over a route not so much used, but offering one of the very best Milwaukee-Chicago Routes, particularly in dry weather.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 238.)

- 0.0 0.0 **MILWAUKEE**, Grand Ave. bridge.
 Go west on Grand Ave., passing library (on right—0.8 m). **Take care not to pass**
 1.8 1.8 **27th St.**—brick school ahead on right; turn left. Road is straight south for over 28 miles. Cross long viaduct over RRs. & river (2.1 m), same street becoming 22nd Ave. Continue ahead, crossing RR. (4.8 m), following main line telephone poles on good dirt and gravel practically all the way, cross RR. at **Sylvania** (24.7 m).
 30.2 28.4 End of road; bear left with poles.
 31.7 1.5 End of road—school on right; bear left, crossing RRs. (32.8 m & 33.3 m).
 34.1 2.4 4-corners—Motor Club sign on left.

At this point pick up running directions in Route No. 102 at 32.7 m, follow same the rest of the way to Chicago.

Route 103—Milwaukee, Wis., to Chicago—124.3 m.

Route map, page 253

Reverse route, No. 39

Although not a direct route to Chicago, this may be taken to advantage by those who have a little time to spare, particularly as it is over good gravel practically all the way, and also is the main route to the well-known summer resorts at Waukesha, Fox Lake and Lake Villa.

MILEAGES (For this and optional exits, see city map, page 238.)
Total Intermediate

0.0 0.0 **MILWAUKEE**, Grand Ave. bridge.

Go west on Grand Ave., passing library and monuments (0.7 m).

2.6 2.6 Unless new concrete viaduct is completed, bear left downgrade, running upgrade out of valley; keep right at fork upgrade (3.0 m), continuing straight west across trolley, passing cemetery (3.6 m), running over RR. bridge (6.9 m), crossing RR. (8.0 m) to fork at 3 roads.

13.1 10.5 **BROOKFIELD**. Take left-hand road passing hotel (on right).

14.3 1.2 Fork; bear right with main travel and telephone poles.

15.8 1.5 4-corners on edge of town—saloon on left; bear left, crossing RR. (16.0 m).

16.5 0.7 **Main St.**; bear right past Court House (on left) to center

16.8 0.3 **WAUKESHA**, Main & Broadway.

Resthaven Hotel, Arcadian Ave.

Schober Brothers, 321 Main St., Stock Michelin Tires.

For city map, see page 254. For diverging routes, see Index map, page 253.

Keep straight ahead on Main St.

17.0 0.2 Just after street curves left turn right on Wisconsin St., crossing iron bridge and RR., turning left into road from right; follow main travel straight across RRs. (18.3 m).

21.0 4.0 3-corners; bear right through old town of **Saylesville** (23.8 m), bearing left upgrade (24.0 m); follow almost straight road over rolling country to center of

29.9 8.9 **MUKWONAGO**, Public Square.

Route No. 110 leaves to the right.

Keep straight ahead at fork, avoiding right-hand street (30.0 m), crossing RR. and trolley (30.3 m). Avoid road to the left (31.1 m), curving right and left with road (34.8 m), avoiding road to the right (35.6 m).

38.0 8.1 End of road; bear left.

38.9 0.9 Fork—church in angle; bear right, edge of

39.2 0.3 **WATERFORD**—business center straight ahead. Immediately beyond church (on left) turn right, going straight ahead through **Rochester** (40.8 m), curving left along river (41.1 m); follow winding but direct road.

42.8 3.6 Turn right with main travel.

45.5 2.7 3-corners; bear left, crossing trolley and iron bridge.

46.0 0.5 At iron watering trough bear right across RR., center of

46.1 0.1 **BURLINGTON**—bank on right.

Automobile Supply Co., Stock Michelin Tires.

For diverging routes, see Index map, page 253.

Turn square left, going straight out of town, cross RR. (47.0 m); follow direct road over rolling country.

Route 105

Milwaukee Section

- 53.6 7.5 End of road; turn left, cross iron bridge over Fox River (54.4 m) and RR. (55.0 m).
- 58.9 5.3 4-corners just after passing school (on left)—blacksmith shop on farther right; turn right going straight across RR. at **Salem** (59.8 m), crossing another RR. (64.3 m) to center of
- 65.1 6.2 **ANTIOCH.**
See Note (a) for connection to **Howard's Mineola** at **Fox Lake**.
Keep straight ahead out of town, passing **Loon Lake Sta.** (67.3 m) and another RR. at western edge of **Lake Villa** (69.6 m).
- 72.3 7.2 Fork—**Rollins Sta.** straight ahead; bear left away from tracks.
- 74.0 1.7 3-corners—sign in center; bear right, crossing RR. (74.9 m), straight through western edge of **Grays Lake** (passing lake on right).
- 75.8 1.8 4-corners—brick school on left; turn left; crossing RR. (76.4 m), going straight ahead. **Take care not to pass**
- 80.6 4.8 4-corners (road straight ahead is direct to **Waukegan**); turn sharp right across small culvert, straight south across RR. (84.6 m) to center of
- 84.9 4.3 **LIBERTYVILLE.** Keep straight ahead through town, crossing trolley (85.1 m) and RR. (87.1 m) to 4-corners.
- 90.7 5.8 **HALF DAY**—hotels on both sides of road.
From this point Route No. 134 may be followed to Chicago if desired. Road straight ahead is direct to Wheeling.
Turn square left for 3 miles.
- 93.8 3.1 4-corners; turn right, meeting heavy telephone line; follow same across RR. (95.6 m) to center of
- 96.4 2.6 **DEERFIELD**—white stores on left.

For complete running directions rest of the way into Chicago, see Route No. 102.

Note (a)—Direct connection Antioch to **Fox Lake**. At first street beyond stores turn right for (0.4 m), where turn left, going straight south on good gravel road with main telephone poles running along shore of lake (on right). At (6.3 m) turn right with road to end of road (7.5 m), where turn right, keeping straight ahead across RR. (8.6 m) bearing right at fork just beyond upgrade, taking next right to **Howard's Mineola** on **Fox Lake**.

Route 105—Milwaukee to Madison, Wis.—84.5 m.

Route map, page 250

Reverse route, No. 131

Via Oconomowoc and Watertown, on fairly level road with one or two rolling stretches. Good pike and dirt road to Watertown; the remainder being equally divided between clay and dirt with sandy spots.

Descriptive Outline—Running straight west on Grand Ave., passing over the new viaduct, route swings slightly to the north and soon enters the famous lake region of southern Wisconsin, running close to the shore of **Pewaukee lake**, close to many smaller lakes, through the well-known summer resort region near **Oconomowoc**. This little town is almost surrounded by lakes. Visitors stopping over here will find every means of enjoying themselves. Continuing westward, the route passes through the thriving manufacturing city of **Watertown**, entering **Madison** from the northwest.

MILEAGES
Total Intermediate (For this and optional exits, see Milwaukee city map, page 238.)

0.0 0.0 **MILWAUKEE**, Wisconsin & Broadway Sts. Go west on Wisconsin St., crossing drawbridge over Milwaukee River, same thoroughfare becoming Grand Ave. Continue straight

ahead on same past monuments (on left) to end of small square (0.9 m), jog left and immediately right, follow Grand Ave. to eastern end of long concrete viaduct (2.7 m). (This viaduct should be completed by June, 1910.) Cross same to

HEADQUARTERS for All First Class Automobile Parties

DRAPER HALL

OCONOMOWOC, WIS.

Rooms en suite with private baths

CUISINE UNEXCELLED

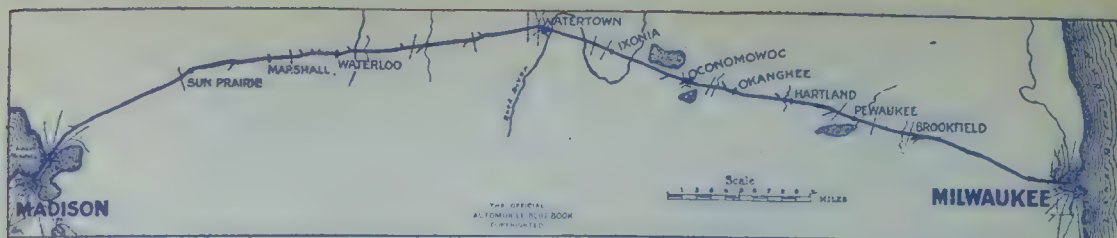
ELECTRIC LIGHTED

GOOD ROADS IN ALL DIRECTIONS

New and Modern Garages Near Hotel

125 miles from Chicago, northwest; 31 miles from Milwaukee.

- 3.0 3.0 Western end of viaduct; curve left and immediately right upgrade—(avoiding road to the left downgrade); follow “Blue Mound” Road straight ahead, past cemetery (on left—3.8 m), cross RR. (8.3 m), pass roadhouse (on right—10.2 m). Continue straight ahead to
- 13.3 10.3 **BROOKFIELD**—fork of 3 roads;
(Routes No. 106 and 110 leave to the left.)
Turn right, cross RRs. (15.0 m & 15.6 m), follow telegraph poles straight to center of
- 19.2 5.9 **PEWAUKEE**. Continue straight through, pass lake (on left), cross RR. (19.4 m)—(avoid road to the left—19.9 m), bear slightly right upgrade with main telephone line on direct road to
- 23.9 4.7 **HARTLAND**—4-corners (road straight ahead is upgrade); turn square left and next right with telephone lines, follow same straight ahead past **Nashota** (station for St. John’s Military Academy—26.9 m), passing roadhouse (on left) just beyond.
- 29.0 5.1 Prominent fork; turn left with wires, passing **Okauchee P. O.** (on right), shortly after making turn across iron bridge (29.8 m). **Caution** for sharp left and right curve under RR. tracks just beyond. Pass lake (on left), and curve sharp right over RR. bridge (31.4 m), keeping left immediately beyond on Milwaukee St., which follow direct to center of
- 32.5 3.5 **OCONOMOWOC**, Milwaukee & Main Sts.
Draper Hall, North Main St.
For diverging routes, see **Index map**, page 253.
Continue straight through on Milwaukee St. (avoid all right and left-hand roads), follow prominent telephone wires through **Ixonia** (38.0 m), shortly bearing sharp left under RR. and curving right across tracks, to
- 40.0 7.5 Fork just beyond RR. Keep left with main telephone line,



- and trolley line along RR. tracks, bearing left away from same (42.7 m), cross iron bridge over Rock River (44.2 m) to
- 44.3 4.3 End of road; turn right past iron watering tower (on left).
- 44.9 0.6 Main St. Turn left, shortly running onto brick pavement, which follow to center of
- 45.7 0.8 **WATERTOWN**, Main & 1st Sts.
 Buroff-Hafemeister Co., 418 Main St., **Stock Michelin Tires**.
 Straight ahead on Main St., cross iron bridge; cross RR. (46.2 m) (station on left); under RR. tracks (46.7 m), bear left across RR. (52.8 m), crossing long concrete bridge (53.5 m); continue straight through small village of **Hubbleton** (53.6 m), re-crossing RR. just beyond. (Avoid road to the right—54.2 m.) Follow telephone wires to small town of
- 58.8 13.1 **PORTLAND**, prominent 4-corners; turn square left, cross iron bridge.
- 59.8 1.0 End of road; turn right to center of
- 60.3 0.5 **WATERLOO**. Straight through, crossing iron bridge (60.4 m) and stone bridge (60.6 m).
- 60.9 0.6 Prominent fork just beyond can factory (on left)—elevator straight ahead. Turn left with telephone poles; running under RR. (61.0 m). **Caution** for sharp right turn upgrade; pass small lake (on right—62.0 m), running up long grade just beyond;
- 64.4 3.5 End of road; turn left across wooden bridge and right just beyond around small pond, to center of
- 64.7 0.3 **MARSHALL**. Straight through, shortly running along narrow built-up roadway, cross swamp. **Caution** for sharp left and right curve upgrade (65.6 m), pass school and cemetery (on left—67.2 m), follow main telephone line, keeping right at 3-corners (72.4 m), cross RR. just beyond;
- 72.6 7.9 Fork; turn left on main street to center of
- 72.8 0.2 **SUN PRAIRIE**. Straight through, still with telephone poles (avoid all intersecting roads), same thorofare becoming Winnebago St., which follow across RR. tracks (82.3 m & 82.9 m) (trolley comes in from the left—82.6 m). Continue straight ahead past brick school (on left—83.3 m); this thorofare is now Williamson St. Straight on with trolley, cross RR.
- 84.2 11.4 End of street; turn left, still with trolley, pass station (on left) to

Milwaukee Section

Route 106

84.4 0.2 King St. Turn right, with trolley, to eastern corner of park.

84.5 0.1 **MADISON**, State Capitol straight ahead.

Capital House, King St.

Hokanson Auto Co., Doty St., Stock Michelin Tires.

Pregler Auto Garage, 323 W. Johnson St., Stock Michelin Tires.

For city map, see page 283. For diverging routes, see Index map, page 281.

For through connections, see Trunk-line chart, front of book.

Route 106—Milwaukee to Madison, Wis.—81.3 m.

Route map, page 236

Reverse route, No. 127

Via Waukesha and Johnson Creek, on good gravel practically all the way, offering shortest route between these two important points.

This is practically a full option to previous route, and those desiring to reach Oconomowoc may do so by making use of Note a at the end of this route. This is one of the finest trips in Wisconsin, as it is winding close to a great number of lakes the greater part of the distance.

Descriptive Outline—Running straight west on Grand Boulevard, route is direct to the well-known resort at Waukesha, "Home of White Rock," where more water is bottled and shipped than from any other city in the country. Besides being a health resort, it is quite a bustling industrial city and boasts of a number of flourishing concerns, with growing prospects in every direction. Running westward from Waukesha, route follows along south shore of Pewaukee Lake, winding through Delafield, where the St. John's Military Academy is located. We believe that the next few miles, winding through the woods between Nagawicka lakes, to be one of the prettiest in the whole state. Continuing westward, route runs just south of Oconomowoc, where those desiring to do so may branch out for this well-known resort. About a half-mile south of Aztalan some tourists may care to visit the old remains of Indian fortifications. Route is direct into Madison, around northern end of Lake Monona.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 238.)

0.0 0.0 **MILWAUKEE**, Grand Ave. bridge.

Go west on Grand Ave., passing library and monuments (0.7 m).

2.6 2.6 Unless new concrete viaduct is completed bear left down-grade, running upgrade out of valley; keep right at fork upgrade (3.0 m), continuing straight west across trolley (3.6 m), running over RR. bridge (6.9 m), crossing RR. (8.0 m) to fork of 3 roads at

13.1 10.5 **BROOKFIELD**. Take left-hand road passing hotel (on right).

14.3 1.2 Fork; bear right with main travel and telephone poles.

15.8 1.5 4-corners on edge of town—saloon on left; bear left, crossing RR. (16.0 m).

16.5 0.7 Main St.; bear right past Court House (on left) to center of

16.8 0.3 **WAUKESHA**, Main & Broadway.

Resthaven Hotel, Arcadian Ave.

Schober Brothers, 321 Main St., Stock Michelin Tires.

For city map, see page 253. For diverging routes, see Index map, page 254.

Bear right on Broadway with trolleys across RR. at station (on left), going one block beyond.

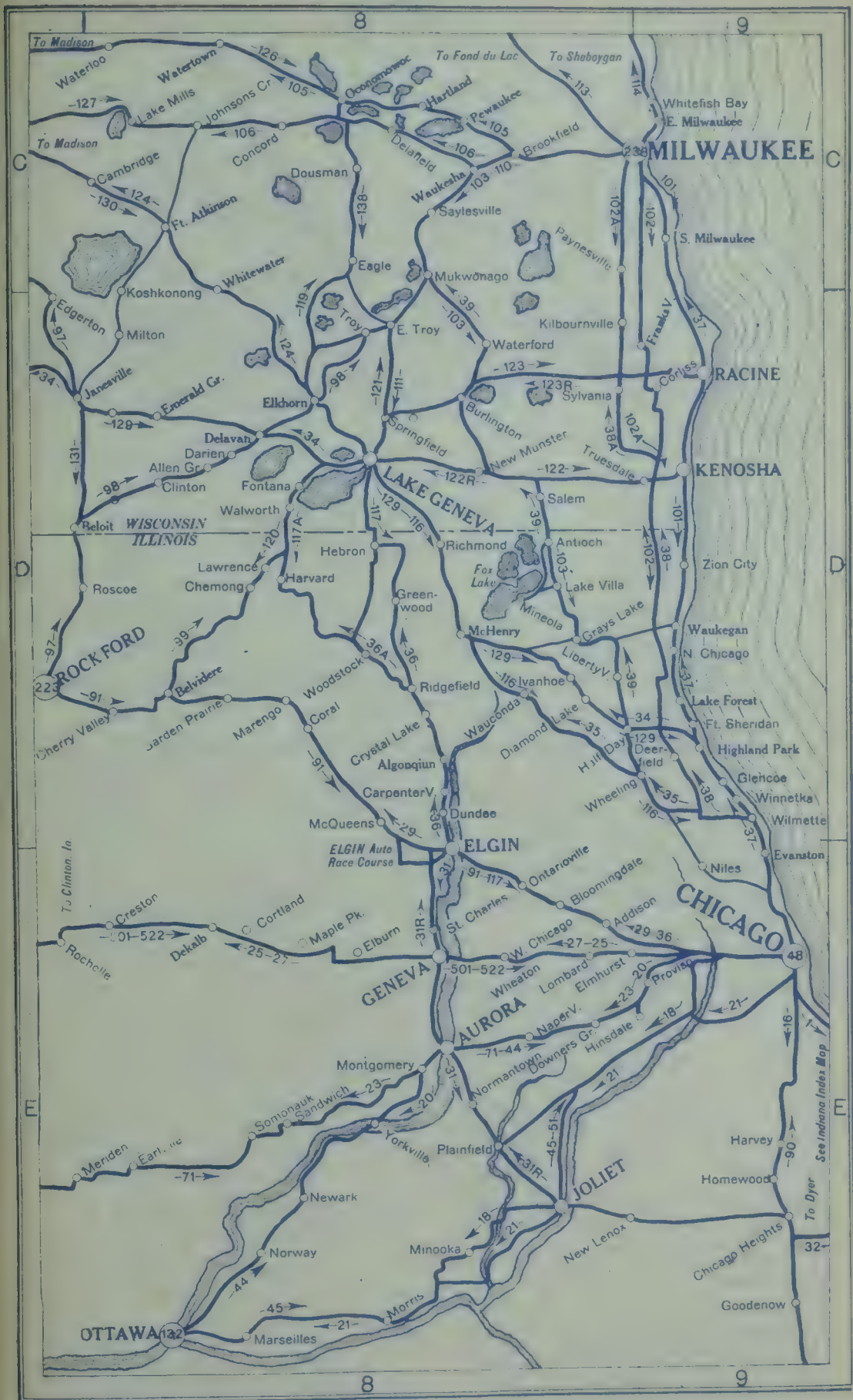
17.0 2.0 Turn right with trolley, avoiding right-hand street immediately after turn; follow trolley, curving left around pond (17.2 m).

Route 106

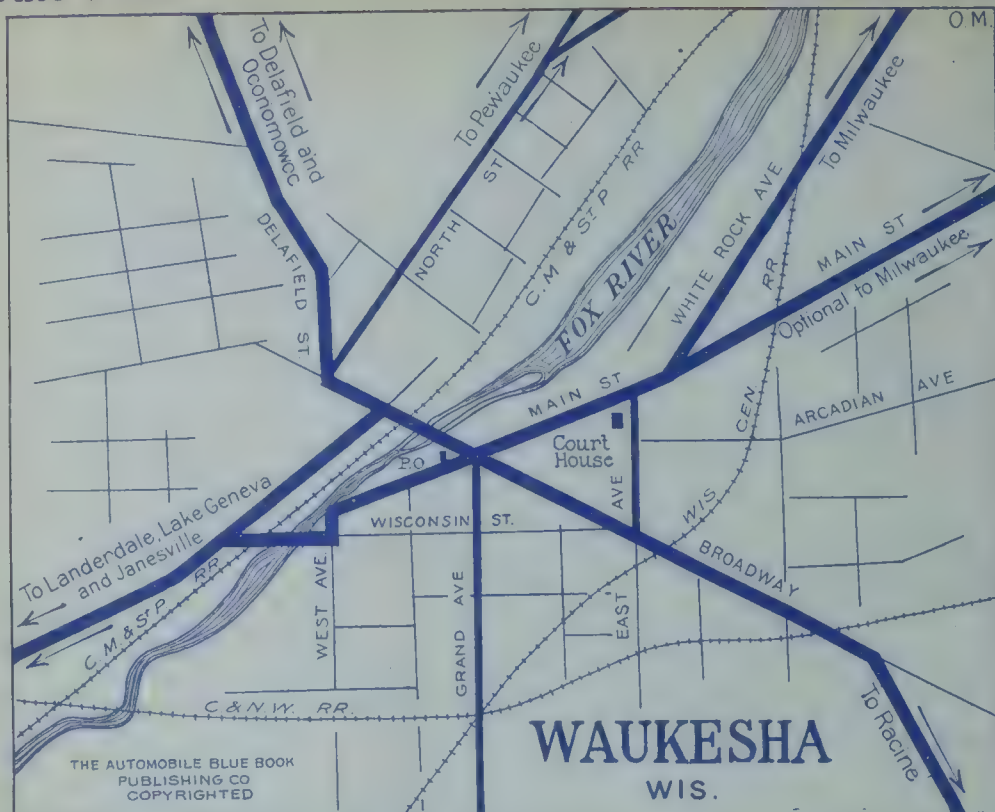
Milwaukee Section

- | | | |
|------|-----|---|
| 17.4 | 0.4 | Immediately after passing bottling works (on left) bear right, leaving trolley. |
| 18.4 | 1.0 | End of road; bear left. |
| 18.9 | 0.5 | 4-corners immediately before trolley crossing; turn right along trolley, which leaves to the left a short distance beyond. |
| 19.6 | 0.7 | End of road; turn left, following direct road, crossing trolley (20.4 m), passing numerous right-hand roads leading to Pewaukee Lake, curving right with road (25.8 m), going under trolley (26.1 m), curving left along shore of Lake Nagawicka, passing a number of summer homes direct to end of road. |
| 27.5 | 7.9 | DELAFIELD. Turn right across 2 stone bridges, passing St. John's Military Academy (on left), running up-grade. |
| 27.9 | 0.4 | Left-hand road; turn left, avoiding right hand road (29.1 m), using caution for sharp curves on rather narrow road winding in woods between lakes—main travel all the way. Curve rather sharp left upgrade around head of lake (29.8 m). |
| 30.2 | 2.3 | Fork just after passing Oconomowoc Health Resort (on right). |
| | | See Note (a) for direct connection into Oconomowoc and Draper Hall. |
| | | Avoid right-hand road, going straight ahead across trolley (30.4 m), past Silver Lake Creamery (on left—32.4 m), running along shore of Silver Lake; avoid right-hand road (33.2 m). |
| 35.4 | 5.2 | End of road; jog left, taking next right and continue straight ahead with main travel. |
| 38.2 | 2.8 | Fork; bear right to center of |
| 38.7 | 0.5 | CONCORD. At fork in center of town bear left, continuing straight ahead, jogging slightly right and left with road (40.6 m), through all cross-roads running under RR. to center of |
| 48.1 | 9.4 | JOHNSON CREEK —end of street; jog left and right with street, avoiding left-hand street just after turn. Straight ahead across iron bridge at Aztalan (52.3 m). |
| 53.3 | 5.2 | Avoid right-hand road, keeping straight ahead. |
| 54.9 | 1.6 | LAKE MILLS —band stand on right. Turn right and go straight out of town, keeping left around head of Rock Lake, avoiding right-hand roads (56.4 m) through diagonal 4-corners (59.3 m). |
| 62.8 | 7.9 | Just after jogging right and left with road bear right, avoiding left-hand road. Avoid right-hand road (63.6 m). |
| 67.1 | 4.3 | Fork; bear right, straight ahead on direct road, meeting Route 124 from the left (71.2 m). Straight through small town of Vilas (73.0 m), following direct road over rolling country with some fine views of lakes and city of Madison from tops of grade; cross RR. (76.9 m). |

Milwaukee—Lake Geneva Index Map



The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map which is placed at head of corresponding section.



- 77.6 10.5 End of road—lake straight a head; turn right and follow macadam road, curving left around head of lake.
- 78.7 1.1 Where trolley comes in from right bear slightly left, following trolley across RR. (79.1 m).
- 79.6 0.9 **Winnebago St.**; bear left with trolley, crossing RR. and concrete bridge, same thorofare becoming Williamson St. Curve right and left across RRs. with trolley onto Wilson St. (80.9 m).
- 81.1 1.5 **King St.**; bear right with trolley upgrade to center of
- 81.3 0.2 **MADISON**, Main & King Sts.—State Capitol straight ahead.

Capital House, King St.

Hokanson Auto Co., Doty St., Stock Michelin Tires.

Pregler Auto Garage, 323 W. Johnson St., Stock Michelin Tires.

For city map, page 283. For diverging routes, see Index map, page 281.

For through connections, see **Trunk-line Chart**, inside front cover.

Note a—For direct connection to Oconomowoc from fork at mileage (30.2), bear right at fork passing Pabst farms going direct to end of road (31.9 m). Here turn right taking next left just beyond, same thorofare becomes Summit Ave., which follow straight ahead curving right across RR. at station (34.0 m) to center of Oconomowoc (34.2 m). **Draper Hall** straight ahead on Main St.

Route 110—Milwaukee, Wis., to Rockford, Ill.—94.4 m.

Route map, page 256.

Reverse route, No. 98

Via Waukesha, Elkhorn and Beloit. On gravel roads all the way.

Almost a complete option to this route is offered by following Route 111 to Geneva and from there Route 120 to Rockford via Belvidere.

Descriptive Outline—Running straight west on Grand Boulevard, route is direct to the well-known resort at **Waukesha**, "Home of White Rock," where more water is bottled and shipped than from any other city in the country. Besides being a health resort, it is quite a bustling industrial city and boasts of a number of flourishing concerns, with growing prospects in every direction. Leaving Waukesha, route passes through small but well-known summer resort sections at **Mukwanago** and **Lake Beulah**. At East Troy intersection is made with a number of routes which lead to well-known resorts at Lake Geneva, Lauderdale, etc. At **Elkhorn** we pass through one of the oldest towns in southern Wisconsin, with its fine native oaks surrounding the county buildings in center of city. At

The Resthaven Hotel and Baths



Beautifully located in Wisconsin—Justly famed health resort.

WAUKESHA, WISCONSIN

Twenty miles west of Milwaukee—A delightful 5 hours run from Chicago over splendid roads no matter what weather.

Resthaven Hotel is unsurpassed in the excellence of appointments and affords every known luxury to those desiring the utmost in accommodations. Running water, baths, swimming pool, billiards, tennis, golf, card room.

Fireproof Garage with sleeping accommodations for chauffeurs.

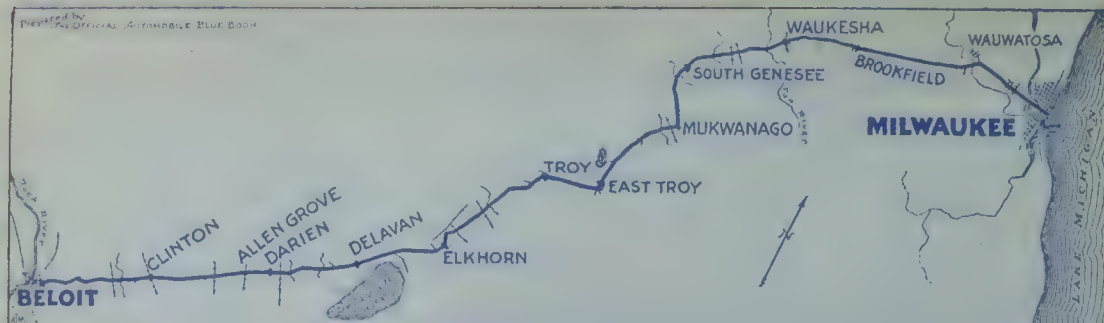
Medical Attention. Write, 'phone or telegraph your reservation.

Beloit it might be worth while to pay a visit to Beloit College, one of the best-known of the smaller colleges in the United States. An excellent collection of Indian relics is on exhibition in its museum, most of these having been taken from the Indian mounds in the vicinity. The Fairbanks-Morse Company also have a large plant here and all automobilists would find it time well spent to visit the plant of the Warner Instrument Company, in South Beloit. Nearing Rockford, route follows closely the course of the Rock River.

MILEAGES Total Intermediate

(For this and optional exits, see city map, page 238.)

- | | | |
|------|------|--|
| 0.0 | 0.0 | MILWAUKEE , Grand Ave. bridge. |
| | | Go west on Grand Ave., passing library and monuments (0.7 m). |
| 2.6 | 2.6 | Unless new concrete viaduct is completed, bear left downgrade, running upgrade out of valley; keep right at fork upgrade (3.0 m), continuing straight west across trolley (3.6 m), running over RR. bridge (6.9 m), crossing RR. (8.0 m) to fork of 3 roads at |
| 13.1 | 10.5 | BROOKFIELD . Take left-hand road, passing hotel. |
| 14.3 | 1.2 | Fork; bear right with main travel and telephone poles. |
| 15.8 | 1.5 | 4-corners on edge of town—saloon on left; bear left, crossing RR. (16.0 m). |
| 16.5 | 0.7 | Main St.; bear right past Court House (on left) to center |
| 16.8 | 0.3 | WAUKESHA , Main & Broadway. |
| | | Resthaven Hotel, Arcadian Ave. |
| | | Schober Brothers, 321 Main St., Stock Michelin Tires. |
| | | For diverging routes, see Index map, page 253. |
| | | Keep straight ahead on Main St. |
| 17.0 | 0.2 | Just after street curves left, turn right on Wisconsin St., crossing iron bridge and RR., running left into road |



- from right; follow main travel straight ahead across RR. (18.3 m).
- 21.0 4.0 3-corners; bear right through old town of **Saylesville** (23.8 m), bearing left upgrade (24.0 m); follow almost straight road over rolling country to center of
- 29.9 8.9 **MUKWONAGO**, Public Square.
Route 103 leaves to the left.
Keep right at fork, crossing trolley (30.3 m), avoiding left-hand road (30.8 m).
- 31.4 1.5 Fork; keep slightly left, meeting trolley from the right just beyond; follow same on direct road running across bridge over trolley to **Beulah Station** (32.7 m), passing **Army Lake Station** (on left—34.5 m)—trolley leaves to the left (35.0 m), through diagonal cross-roads (35.7 m) to center of
- 36.6 5.2 **E. TROY**—Public Square.
For diverging routes, see **Index map**, page 253.
See Note (a) for connection to Lauderdale Lakes.
Keep ahead to farther side of square; turn left and next right around hotel, going straight ahead out of town through Troy (37.7 m).
- 40.1 3.5 Fork; bear left, curving right into road from left (41.9 m), past church and cemetery (on left); go under RR. (44.5 m).
- 44.7 4.6 Left-hand road, just after going under RR.; turn left, re-crossing RR. (45.2 m).
- 47.8 3.1 End of road; bear right, crossing RR. again (48.1 m).
- 48.6 0.8 Just after passing fairgrounds bear left at school (on right) for 1 block, turning right direct to
- 48.9 0.3 **ELKHORN**, Court House on farther right.
Keep straight ahead through town, follow main travel on direct road, avoiding road to the right (49.7 m) and road on the left (51.3 m), curving slightly at **Cannon** (on left—54.3 m), entering town to center of
- 54.7 5.8 **DELAVAN**—brick water tower in small park on right.
City Garage, Stock Michelin Tires.
For diverging routes, see **Index map**, page 253.
Straight ahead through town on Bates St., crossing iron bridge. Avoid right-hand road running up grade.
- 55.1 0.4 At top of grade turn left and follow direct road with main travel all the way, avoiding all intersections, curving right (55.6 m), cross RR. (57.1 m) through Darien (58.6 m), crossing iron bridge (62.0 m) into

Milwaukee Section

Route 111

- 62.4 7.3 **ALLENS GROVE.** Keep straight ahead through town, crossing RR. (66.1 m), through **Clinton Jct.** (67.8 m), crossing RR. again (68.2 m).
- 76.3 13.9 Immediately after crossing iron bridge and RR., bear right on White Ave. to
- 76.7 0.4 **Prairie Ave.;** turn left, shortly meeting trolley, following same to end of street in residence section of
- 77.5 0.8 **BELOIT,** Grand & Prairie Aves.—park straight ahead.

Vale Garage, 444 Broad St., Stock Michelin Tires.

For city map, see page 232. For diverging routes, see Index map, page 236.

Turn left on Grand Ave., away from business center, curving right with street crossing iron bridge over Rock River to

- 77.7 0.2 Fork just beyond bridge; bear right, passing Fair Grounds, going straight ahead across RR. (80.8 m), meeting trolley from the right (81.8 m), center of
- 82.6 4.0 **ROSCOE.** Straight ahead through town, with trolley.
- 83.4 0.8 Fork; bear right following trolley on direct road, avoiding road (on left—91.9 m).
- 94.0 10.6 **State St.;** turn right with trolley, crossing long iron bridge over Rock River to center of
- 94.4 0.4 **ROCKFORD,** Main & State Sts.

Taylor Auto Co., Chestnut St. Roberts Garage, State & Court Sts.

For city map, see page 223. For diverging routes, see Index map, page 150.

For through connections, see Graphic Trunk-line chart, inside front cover.

Note (a)—For Lauderdale Lakes follow this route through Troy (37.7 m) to mileage (40.1 m) where bear right, keeping straight ahead across RR. (41.4 m) to right-hand road (44.9 m) with a white church on farther right; turn right, direct to The Sterlingworth at Lauderdale Lakes.

Route 111—Milwaukee to Lake Geneva, Wis.—50.5 m.

Route map, page 253

Reverse route, No. 121

Via Waukesha and E. Troy. On good gravel practically all the way.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 238.)

0.0 0.0 **MILWAUKEE,** Grand Ave. bridge.

For complete running directions on first part of this route see Route 110 to

36.6 36.6 **E. Troy**—park straight ahead.

For diverging routes, see Index map, page 253.

Leaving Route No. 110 to Rockford, bear left along park (on right). Road is almost straight south into Lake Geneva. **Caution** for rather long, winding downgrade (39.8 m), straight through **Spring Prairie** (43.0 m).

44.4 7.8 Jog right and immediately left through irregular 4-corners, crossing RR. at **Springfield** (46.4 m).

49.5 5.1 Bear right into road from left passing first road (on right), go 1 block beyond, turn left with main travel on Center St., crossing RR.

50.2 0.7 At first street beyond RR., turn right 1 block and then left on Broad St., to center of

50.5 0.3 **LAKE GENEVA,** Main & Broad Sts.

Badger Garage.

For diverging routes, see Index map, page 264.

Route 113

Milwaukee Section

Route 113—Milwaukee to Fond du Lac, Wis.—62.0 m.

Route map, page 236

Reverse route, No. 136

This is the most direct route between these two points. On good gravel over beautiful rolling country practically all the way, although a few miles which need repair will be encountered between Theresa and Fond du Lac.

MILEAGES		(For this and optional exits, see city map, page 238.)
Total	Intermediate	
0.0	0.0	MILWAUKEE , Grand Ave. bridge.
		Go west on Grand Ave., running up slight grade past library and monuments (0.7 m), taking care not to pass
2.3	2.3	35th St. ; turn right, picking up trolley 1 block after turn; follow same straight ahead across RR. (2.9 m).
3.4	1.1	Sarnow Place . Turn left, leaving trolley, meeting same again from the right (3.6 m); keep straight ahead where trolley leaves to the left (3.9 m) on Lisbon Ave.
4.8	1.4	Fork just beyond brick school—saloon in angle; bear right, leaving telephone line; follow direct road through all cross-roads, under RR. (9.7 m), avoiding road on the right (10.1 m) through Fussville (12.0 m).
14.9	10.1	Where main travel bears right, keep straight ahead
15.1	0.2	MENOMONEE FALLS . Straight through town on same thorofare, passing two churches (on right); follow main telephone poles across RR. (15.4 m); avoid road on right (16.8 m), through 4-corners (18.1 m), curving right down long grade just beyond. Caution for steep upgrade into
19.2	4.1	MEEKER . Turn left, keeping right at fork; continue on direct road, curving slightly left and right through 4-corners (school on left—21.5 m), through Richfield (21.9 m), crossing RRs. (22.1 m), through diagonal cross-roads (22.6 m), crossing RRs. (24.9 m & 26.9 m).
28.1	8.9	Keep straight ahead with telephone poles through diagonal 4-corners to center of
29.1	1.0	SCHLEISINGERVILLE . Straight through town, crossing RR. (29.5 m), through diagonal cross-roads (31.3 m).
32.5	3.4	ST. LAWRENCE —Post Office on right. Keep straight ahead through town, avoiding good road on right (33.2 m), running upgrade through Addison (36.8 m).
37.1	4.6	Keep left, avoiding 2 roads (on right).
39.4	2.3	5-corners; straight ahead, avoiding right-hand roads.
41.1	2.7	3-corners; bear left with main travel, running downgrade
44.6	2.5	THERESA . From here road is straight north into Fond du Lac, through Lomira (49.4 m), crossing RR. at Byron (53.6 m), running over one or two rather long grades (56.0 m), under RR. (60.7 m), meeting trolley from the right (61.2 m), straight ahead on Main St. to Court House, center of
62.0	17.4	FOND DU LAC , Main & 4th Sts.

The Palmer House, N. Main St.

Clark Motor Co., 40 E. First St.

Crescent Motor Co., 56 N. Main St.

For city map, see page 301. For diverging routes, see Index map, page 281.

Route 114—Milwaukee to Green Bay, Wis.—124.6 m.

Route map, page 236

Reverse route, No. 151

Via Port Washington, Sheboygan Falls and Manitowoc. On good gravel roads all the way; quite rolling country between Manitowoc and Green Bay.

The boulevard exit along the shore is used, as the publishers believe that strangers will find it worth while keeping close to the lake as far as possible. As there are numerous turns, particular attention is called to the city map.

Descriptive Outline—Leaving the city via the north shore, drive through Lake Park, follow fine macadam, passing a well-known resort at Whitefish Bay, and little further north pass in the rear of the summer colony at Fox Point; many beautiful homes are located here, although they are rather difficult to see from the road, as they are hidden from view by wooded shores of the lake. The route is almost straight north, following very closely the shore of Lake Michigan, although a few miles away from same. At **Manitowoc** this route bears northward direct to Green Bay, although we recommend that tourists who are looking for an enjoyable trip follow the route from Manitowoc to Sturgeon Bay and Ephraim, which offers some of the finest scenery in all Wisconsin.

MILEAGES
Total Intermediate

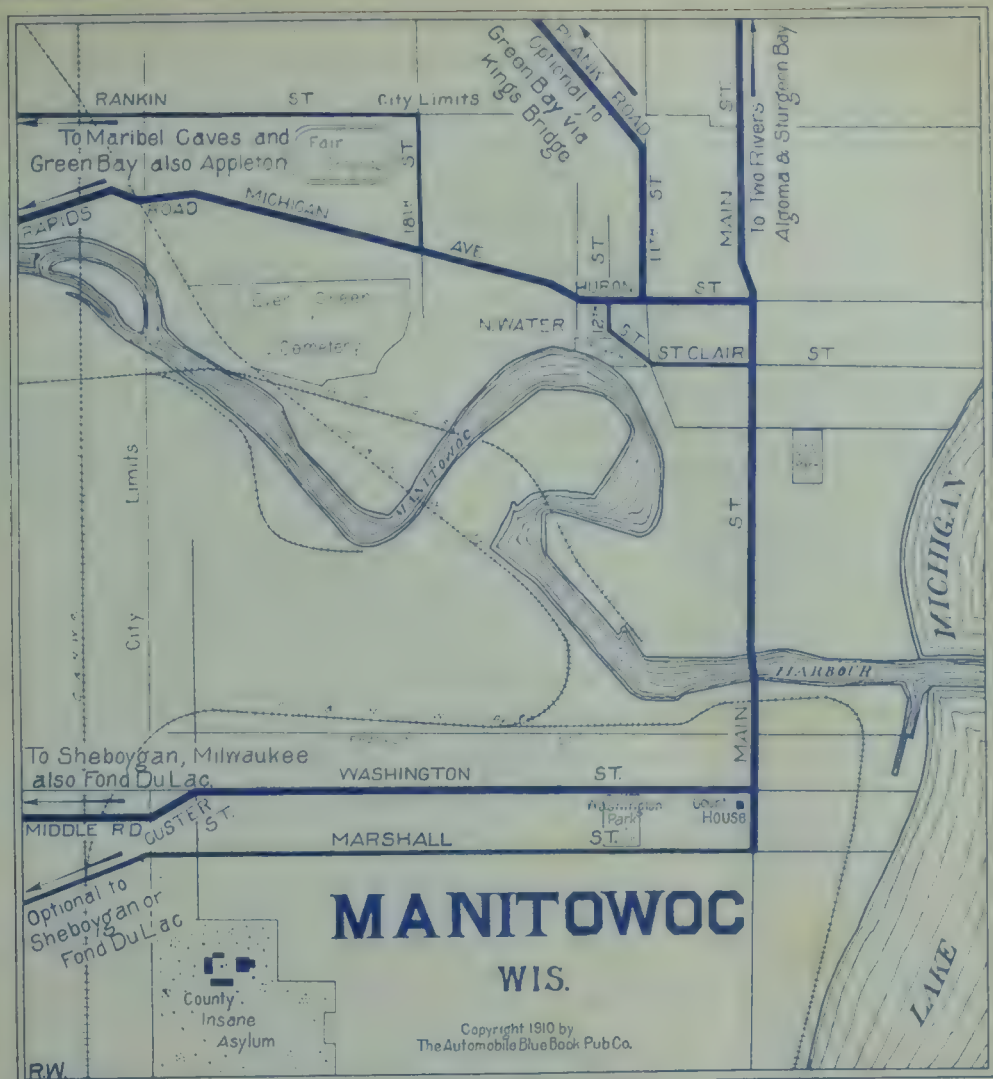
(For this and optional exits, see city map, page 238.)

0.0	0.0	MILWAUKEE , Grand Ave. bridge. Go straight east on Wisconsin St.
0.6	0.6	At Northwestern station (on right) turn left upgrade on Juneau Place.
0.8	0.2	Turn right, still on Juneau Pl., around park, curving left with boulevard along bluff.
1.0	0.2	Immediately after turning left away from lake turn right on Prospect Ave., passing Robert Burns Statue (on left). Take care not to pass
1.8	0.8	Kane Place —brick residence with white pillars on right; turn right, curving left with street just beyond.
2.1	0.3	Turn right over RR., bearing left into Woodlawn Court for 1 block.
2.3	0.2	Terrace Ave. ; turn left along lake bluff again.
2.6	0.3	Just after passing high water tower, bear right on Wall Ave., keeping right along bluff, crossing 2 stone bridges at lighthouse, follow boulevard into park, pass pavilion over to right.
3.5	0.9	Avoid 2 left-hand drives and 1 right-hand drive, keeping right, direct past trolley station (on left), curving around park onto lake drive (3.8 m).
4.1	0.6	Toll gate—10c car and driver, 5c each passenger; keep straight ahead on Whitefish Bay road, curving left and right with road (6.3 m).
6.6	2.5	Whitefish Bay Resort ; turn left and next right at trolley station running alongside of Pabst Summer Garden.
7.2	0.6	At tile house (on left) turn left with main travel, crossing trolley and RR. (7.4 m).
7.6	0.4	Right-hand road; turn right with telephone poles, crossing RR. (8.0 m), running up long grade.
8.6	1.0	At top of grade turn right with main travel, leaving poles, cross trolley and turn left, crossing RR. (9.2 m)—trolley leaves to the left a short distance beyond.
9.5	0.9	Curve right and left with main travel. Caution for nar-

THE FOESTE

Sheboygan's Leading and Only First Class Hotel
Garage in Connection

- row, long wooden bridge; follow direct road on good gravel, avoiding all side roads, passing Fox Point Country Club (10.6 m) and school (11.3 m), going 1 mile beyond.
- 12.4 2.9 4-corners; turn left, crossing RR. (13.0 m).
- 13.4 1.0 Diagonal cross-road; turn right meeting telephone line; follow same on practically straight road for over 9 miles, past **Meguon** post office (16.1 m) and Lakefield Creamery (21.0 m). **Take care not to pass**
- 22.8 9.4 4-corners—downgrade straight ahead; turn right downgrade, crossing RR. at **Ula Station** (23.2 m), running upgrade.
- 23.7 0.9 4-corners—school on left; turn left, follow telephone poles.
- 24.1 0.4 Fork; bear right with poles and main travel.
- 25.1 1.0 End of road; jog right and immediately left, keeping direct road with telephone poles, curving left downgrade across RR. (28.3 m).
- 28.4 3.3 End of road; turn right on Chestnut St., cross tracks, turning left with street to
- 28.8 0.4 **Grand Ave.**; turn right, meeting trolley and left just beyond to center of
- 29.0 0.2 **PORT WASHINGTON**—post office on left. Keep straight ahead through town, up long, winding grade, following telephone poles on direct road.
- 30.6 1.6 Fork of 3 roads; bear right with poles, passing blacksmith shop (on left), cross trolley (30.7 m). Road is almost straight with telephone poles all the way; cross trolley again (41.6 m) and RR. at **Cedar Grove Station** (41.8 m), through small town of **Gibbsville** (47.6 m).
- 51.5 20.9 3-corners; bear slightly right with poles, going straight ahead to end of street in
- 53.0 1.5 **SHEBOYGAN FALLS**—woolen mills straight ahead.
 See Note A for direct connection into Sheboygan and Hotel Foeste.
 Turn left, crossing RR., curving slightly left along river.
- 53.3 0.3 Immediately after crossing iron bridge turn right upgrade on macadam, crossing trolley at top; keep straight ahead with main travel. Road is direct north, passing through **Howards Grove** (64.5 m), through diagonal cross-road (64.7 m). Avoid road to the left just beyond iron bridge (71.9 m).
- 76.8 23.5 Fork—creamery on right; bear right with main travel.



- 77.2 0.4 3-corners; bear left, still with main travel, passing small store at **Newton** (78.0 m), follow winding but direct road past blacksmith shop (on left—81.5 m).
- 83.0 5.8 Where old mill may be seen ahead on right, turn right with main travel, cross iron bridge, continue straight ahead through diagonal cross-road (83.6 m), crossing RR. (84.6 m).
- 84.7 1.7 Right-hand road just beyond RR.; turn right, recrossing tracks and 2 more RRs. (85.9 m), same thorofare becoming Washington St., which follow straight ahead to Court House, center of
- 87.1 2.4 **MANITOWOC**, Washington & 8th Sts.
Hall Brothers, Stock Michelin Tires.
Turn left on 8th St., following trolleys across iron drawbridge, running up slight grade.
- 88.1 1.0 **Huron St.**; turn left with branch line of trolleys, passing large school (on right), keeping straight ahead where trolleys leave. **Caution** for 3 dangerous RR. crossings (89.1 m), running downgrade and up winding grade just beyond to first
- 90.2 2.1 4-corners; turn right, going almost straight north on direct road across RR. (92.3 m), following telephone
- 96.9 6.7 Fork—church on right; bear left, leaving poles; follow road on good gravel straight through to

Route 115

Milwaukee Section

- 97.7 0.8 **Francis Creek.** Just beyond hotel keep slightly left at fork, avoiding good left-hand road at blacksmith shop (98.1 m), straight ahead across RR. (100.5 m). **Caution** for winding downgrade and corresponding upgrade (102.2 m).
- 103.9 6.2 At foot of grade bear left with main travel, shortly running downgrade on picturesque valley road. **Caution** for rather rough upgrade (104.8 m), going straight ahead past post office at **Cooperstown** (105.9 m).
- 107.8 3.9 Fork just after running downgrade into road from left; **bear left.** **Caution** for rather rough upgrade (108.5 m).
- 109.4 1.6 **DENMARK.** Cross RR. and immediately bear right upgrade, following telephone poles on direct road past **Langes** post office (112.5 m) and **Pine Grove** post office (114.9 m), cross RR. (117.5 m) at **Bellevue Station**, bearing left just beyond; follow poles direct with main travel, passing **Arcade Hall** (on left—121.7 m), meeting trolley (123.0 m); follow same, bearing left (123.4 m) to
- 123.5 14.1 Jog right and immediately left with trolley into Main St., which follow straight ahead to center of
- 124.6 1.1 **GREEN BAY,** Main & Washington Sts.

Lucia Bros. Motor Co., 218 N. Adams St.

Green Bay Motor Car Co., Stock Michelin Tires.

For city map, see page 324. For diverging routes, see **Index map**, page 323.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Note (a)—Sheboygan Falls to Sheboygan. Jog left across RR. and immediately right crossing long iron bridge and RR. a short distance beyond. Follow direct road upgrade out of valley with main telephone poles all the way, curving right and left across iron bridge (3.3 m), running over RR. bridge (4.0 m), meeting trolley, follow same straight ahead on Indiana Ave. across RR. (4.3 m) to 8th St. (4.8 m) where turn left crossing RR., straight ahead to park, center of **Sheboygan**—**Foeste Hotel** on left.

Route 115—Sheboygan to Fond du Lac, Wis.—40.8 m.

Route map, page 236

Reverse route, No. 140

Via Plymouth. Good gravel practically all the way over rolling country with one or two quite long grades.

MILEAGES

Total Intermediate

0.0 0.0 **SHEBOYGAN,** 8th & Erie Sts.

From park (on right) go south on 8th St., with trolley, across drawbridge (0.6 m).

0.7 0.7 **Indiana Ave.,** immediately after crossing RR.; turn right, crossing RR. (1.1 m), running over RR. bridge (1.5 m), curving right and left across iron bridge (2.5 m), follow direct road with telephone poles across RR. (5.6 m) to center of

5.8 5.1 **SHEBOYGAN FALLS**—woolen mills on left.

For diverging routes, see **Index map**, page 236.

Immediately after crossing iron bridge turn right, curving left with street across iron bridge (6.1 m). Avoid road to the right just beyond, running upgrade, meeting trolley line (6.7 m); follow same on direct road through **Pine Grove** (7.3 m). Trolley leaves to the left (8.8 m), through all cross-roads running up long grade (13.0 m), curving right downgrade on **Eastern Ave.**

Lake Geneva Section

Route 116

- 14.0 8.2 Immediately after crossing concrete bridge turn left to
 14.2 0.2 **PLYMOUTH.** Turn right 1 block then left, crossing RR.
 (14.5 m), running up rather steep grade past church
 (on left).
 14.7 0.5 5-corners; turn square right 1 block and then left away
 from trolleys on Western Ave., following telephone poles
 on good gravel, winding up long grade (17.2 m). **Caution**
 for narrow road with sharp turns, direct into small town
 20.6 5.9 **GREENBUSH.** Keep straight ahead through town with
 telephone poles.
 22.9 2.3 Fork—school on left; bear right with poles, avoiding
 road to the right (24.3 m), following direct road over
 rolling country.
 28.2 5.3 Fork—creamery short distance ahead on left; bear right,
 leaving poles; go straight ahead through all cross-roads.
 32.5 4.3 End of road; bear left.
 34.4 1.9 3-corners, with signboard; bear left.
 34.9 0.5 **Caution** for sharp turn (fine views at top of hill, 36.2 m).
Caution for rather rough surface in spots.
 38.3 3.4 End of road; turn left, curving right with road (38.6 m),
 going straight ahead, running into asphalt (39.5 m) to
 40.4 2.1 **Main St.;** turn left to Court House, center of
 40.8 0.4 **FOND DU LAC,** Main & 4th Sts.

The Palmer House, N. Main St.

Crescent Motor Co., 56 N. Main St.

Clark Motor Co., 40 E. First St.

For city map, see page 301. For diverging routes, see **Index map**, page 281.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 116—Lake Geneva, Wis., to Chicago—75.4 m.

Route map, page 264

Reverse route, No. 35

Via McHenry, Wauconda and Wheeling. This is one of the most direct routes to Chicago. Except after very heavy rains it is usually in good condition during the summer months, being practically all gravel except between Wauconda and Wheeling.

MILEAGES
 Total Intermediate

0.0 0.0 **LAKE GENEVA,** Main & Broad Sts.

Go south on Broad St. to edge of lake, where bear left along shore.

0.3 0.3 Turn left upgrade, avoiding first cross-street.

0.4 0.1 End of street; turn right, curving left just beyond. Go straight ahead with main travel, avoiding all intersecting roads.

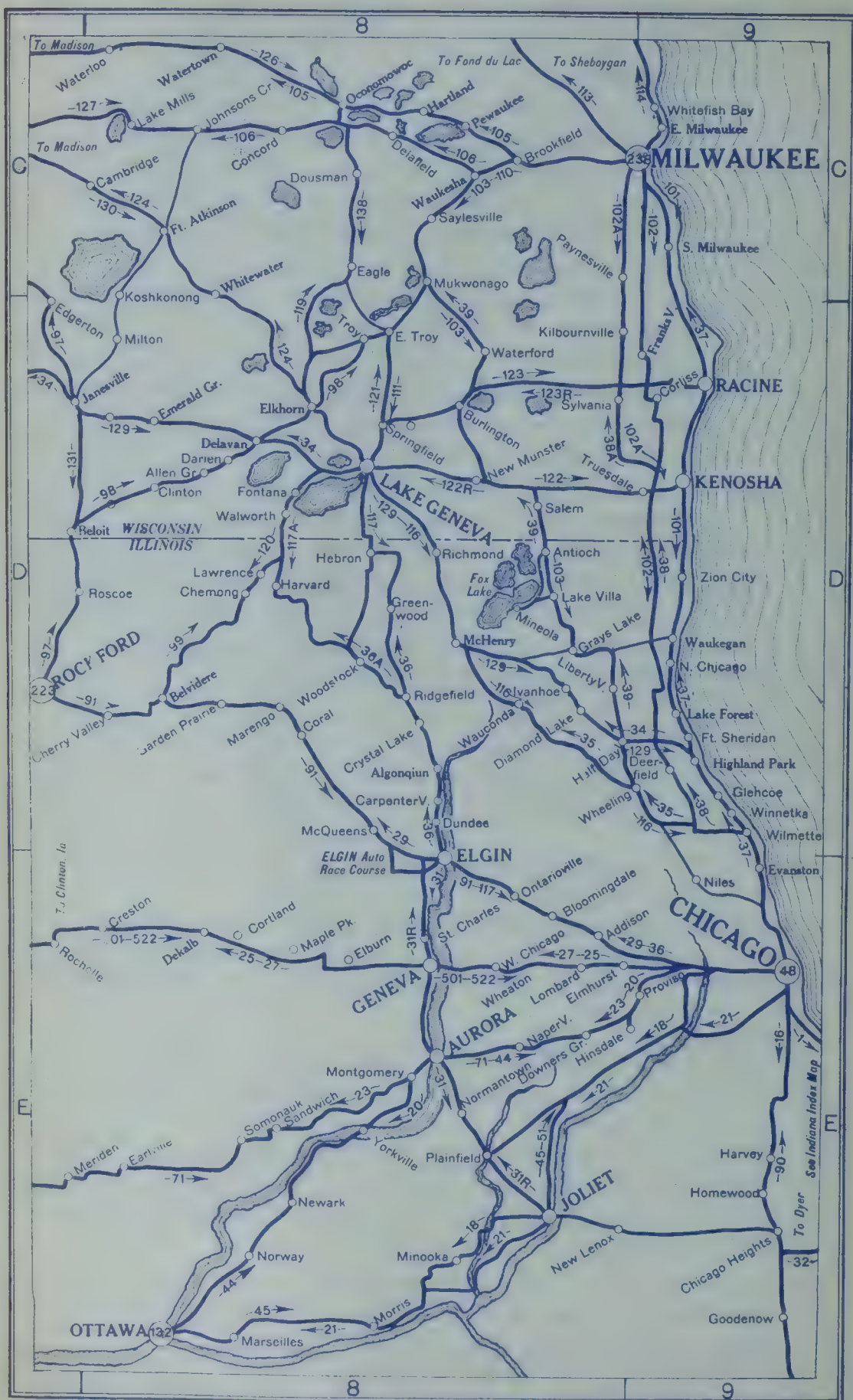
3.2 2.8 Fork; bear left, passing school (on right).

4.1 0.9 End of road at creamery; turn right with main travel,

9

WE tested Auto-Meter No. 214 at the factory the other day. It was nearly eight years old and had been used on seven cars. It was as accurate as when new. Quality is always worth the price it costs—in speed indicators as in everything else.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.



The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map which is placed at head of corresponding section.

- curving left upgrade. Avoid road to the left, bearing slightly right, follow direct road across RR. (6.7 m).
- 7.2 3.1 Jog left and immediately right to first.
- 7.6 0.4 Left-hand road; turn left.
- 8.0 0.4 Turn right with main travel, crossing RRs. (8.4 m & 8.6 m) to center of
- 8.7 0.7 **GENOA JCT.** Turn left around hotel, under RR. (8.9 m).
- 9.5 0.8 4-corners—Motor Club sign on farther right; turn right, curving left with road to
- 10.4 0.9 End of road; turn right to center of
- 11.3 0.9 **RICHMOND.** Go straight ahead, running under RR. (12.6 m), curving left with road away from tracks (13.7 m). **Take care not to pass**
- 14.1 2.8 Right-hand road; turn right, go straight ahead over rather rolling country for short distance with main travel all the way to prominent left-hand road on northern edge of
- 20.8 6.7 **McHENRY**—large Catholic Church on right.
See Note A for direct connection to Elgin.
Turn left across long iron bridge over Fox River.
- 21.2 0.4 End of road at end of bridge; jog right and next left, going straight ahead, curving right around **Lilly Lake** (24.3 m). **Take care not to pass**
- 24.7 3.5 Right-hand road—small farm house on farther right; turn right, leaving Route No. 134, follow main travel on winding but direct road. Avoid road to the right (26.3 m) also (26.9 m) straight into
- 30.5 5.8 **WAUCONDA**—lake behind houses on left. Keep straight ahead out of town past creamery at **Lakes Corners** (32.6 m).
- 34.5 4.0 3-corners; bear left.
- 35.3 0.8 End of road—Motor Club sign on left; jog right and immediately left, crossing RR. (35.6 m), running down-grade (35.7 m). Avoid road to the right.
- 37.6 2.3 Fork—Motor Club sign in angle; bear right, straight through cross-roads at **Long Grove** (40.1 m).
- 41.3 3.7 Right-hand road—Motor Club sign ahead on right; bear right.
- 43.0 1.7 Left-hand road just after passing saloon (on left); turn left, bear left into road from right (44.7 m), cross RR. just beyond, straight ahead to center of
- 45.9 2.9 **WHEELING**—Motor Club sign on farther right. Turn right, going almost straight south with main telephone poles.
- 48.4 2.5 Fork; bear left with poles, pass church and school (49.2 m). **Take care not to pass**
- 49.9 1.5 Left-hand road; turn left, crossing RR. (52.8 m).
- 53.6 3.7 End of road; turn right for $\frac{1}{2}$ mile, meeting Route No. 102.
- 54.1 5.0 Left-hand road; turn left, crossing RR. (55.9 m), running onto brick pavement at **Grosse Point** (58.0 m), fol-

- low same straight ahead on Lake Ave., across RR. and 3rd rail (58.6 m).
- 59.6 5.5 **WILMETTE**, Lake Ave. & 5th St.—low concrete house on right. Turn right on 5th St., crossing trolley.
- 59.9 0.3 **Linden Ave.**; turn left. **Caution** for poor bridge over excavations.
- 60.4 0.5 End of street; turn right on Sheridan Road, passing Golf Club, same thorofare becomes Ridge Ave., which follow straight ahead onto brick pavement.
- 62.0 1.6 At foot of short grade **caution** for sharp right and left under RR., continuing on Ridge Ave., straight through edge of **Evanston** on rather worn macadam, running onto brick pavement again, straight ahead. **Take care not to pass**
- 65.7 3.7 **Devon Ave.**—large brick church on farther right; turn left down slight grade under RR.
- 65.9 0.2 **Clark St.**—trolley center; turn right for 1 mile with trolleys.
- 66.9 1.0 **Bryn Mawr Ave.**; turn left, crossing trolley (67.3 m) to end of street at
- 67.6 0.7 **Sheridan Road**; turn right, straight across trolley (69.0 m).
- 69.6 2.0 Immediately after passing under elevated, turn left under "L," again curving right along lake (70.1 m).
- 70.9 1.3 Fork; bear left along shore of lake.
- 71.7 0.8 Just after passing bath houses (on left), bear left into main drive of **Lincoln Park**, following same straight ahead along lagoon (on left), running out of park (73.1 m) onto Lincoln Park Boulevard.
- 74.1 2.4 **Chicago Ave.**, immediately beyond stone pumping stations; turn right.
- 74.2 0.1 **Rush St.**; turn left, following boulevard guide lights.

VOLUME No. 1

NEW YORK AND CANADA

Carefully revised and in greater part rewritten, showing for the first time a complete exposition of all of the available motor routes in the Adirondack section, with connections into New England and Canada.

Particular attention has been paid to important routes in the rest of the state from Utica to Watertown, Elmira to Jamestown, Elmira to Ithaca and Binghamton to Port Jarvis, together with about double the number of corrections from New York into Pennsylvania.

A revised and re-arranged Canada section will appear in this volume and all available lake and ferry connections into Canada will be shown.

Lake Geneva Section

Route 117

- 74.7 0.5 Immediately after crossing drawbridge jog left and immediately right onto Michigan Boulevard, which follow straight ahead to route center of
- 75.4 0.7 **CHICAGO**, Michigan & Jackson Bouls.

La Salle Hotel, La Salle & Madison Sts.
 Lexington Hotel, Michigan Blvd. & 22d St.
 Congress Hotel & Annex, Michigan Blvd. & Congress St.
 Hotel Metropole, Michigan Blvd. & 23d St.
 New Southern Hotel, Michigan Blvd. & 13th St.
 The Stratford Hotel, Michigan & Jackson Bouls.
 Grant Park Garage, 1214 Michigan Blvd.
 Owen H. Fay Livery Co., 53 Plymouth Place.
 Official Garage, 33d St. & So. Park Blvd.

Adams Brothers Co., 918 E. 43rd St.
 Ajax Auto Company, 834 E. 43rd St.
 Graham Automobile Co., 1616-24 Madison St.
 Hayes Avenue Garage Co., 6556-58 Sheridan Road.
 Homan Garage & Auto Livery, 3357 Colorado Ave.
 Kastner Tire Repair Co., 2112 Michigan Ave.
 Lexington Motor Co., 2015 Michigan Ave.
 Manor House Garage, 1137 Hollywood Ave.
 Matador Tire & Vulcanizing Co., 1400 Michigan Ave.
 Rogers Park Garage, 7070 Southport Ave.
 Schillo Garage, 945-7 Dekin St.
 Star Garage & Machine Shop, 2253 Cottage Grove Ave.
 The Boulevard Tire & Supply House, 615 Diversey Blvd.
 The Mid West Motor Supply Co., 554 Jackson Blvd.
 Triangle Company, 318 Garfield Blvd.
 Wilson Avenue Garage, 4551 Kenmore Ave.
 Wilcox Bros., 1308 Michigan Ave.

**Michelin
Tire
Stockists
in
Chicago**

For city map, see page 48. For diverging routes, see **Index map**, page 46.
 For through connections, see **Trunk-line Index map**, front of book.

Note (a)—Direct connection from McHenry to Algonquin for Elgin. From postoffice center of McHenry go straight south on direct road to old deserted village of Barreville (4.7 m), turn left taking next right (5.0 m) continuing south on winding but direct road to end at (7.1 m), where turn left passing pond. Avoid road to the left (7.4 m) running downgrade to 4-corners with school on farther right (7.8 m). Turn right continuing south, avoid road to the left (9.1 m) which leads into Cary, crossing RR. (9.3 m), continuing on winding but direct road with some fine views of Fox River Valley. At cemetery top of hill (12.5 m) bear left down long grade to center of Algonquin (13.1 m). Pick up running directions for Elgin in Route No. 117a.

Route 117—Lake Geneva, Wis., to Chicago—81.5 m.

Route map, page 264

Reverse route, No. 36

Via Hebron, Algonquin and Elgin. On gravel or stone roads all the way.

MILEAGE

Total Intermediate

0.0 0.0 **LAKE GENEVA, WIS.**, center of town;

Go south 1 block to edge of lake, where bear left with main travel along shore;

- 0.3 0.3 Prominent left-hand road; turn left up grade to next
- 0.4 0.1 4-corners; turn right, following good macadam, past a number of summer homes. Avoid good road to the right (2.7 m); pass school (on right—3.5 m), going straight ahead.
- 5.5 5.1 Prominent crossroad—poor road straight ahead; turn left to 1st
- 6.0 0.5 Right-hand road; turn right, cross RR. (7.3 m), jog left and immediately right (7.5 m), crossing RR. at

Route 117A

Lake Geneva Section

9.0 3.0 **HEBRON, Ill.**

See Note (a) for connection to Woodstock.

Turn square left immediately beyond tracks, passing station (on left); straight road to

11.9 2.9 Right-hand road—school on left; turn right. Road is almost straight for about 9 miles; pass school (on left—14.8 m); straight through small village of **Greenwood** (17.5 m)—store on right; crossing 2 iron bridges just beyond, curving right and left with road (18.1 m); pass cemetery (on left—18.3 m) and school (on left—19.4 m).

21.0 9.1 End of road; turn right, passing cemetery (on left)

21.4 0.4 Prominent fork; **bear left**—(road to the right leads direct to Woodstock; straight through prominent crossroad (22.5 m), curve left with road (23.8 m)—avoiding all intersecting roads, follow main travel to

26.4 5.0 Right-hand road; turn right, crossing RR. at

26.5 0.1 **RIDGEFIELD**, station on left; turn left along tracks, jogging left and immediately right (27.8 m); straight ahead through **Crystal Lake** (29.0 m), passing park (on right); go straight ahead to

30.6 4.1 Fork; RR. straight ahead; turn right along tracks, following within sight of same. **Caution** for sharp left and right turns under RR. (34.0 m).

34.6 4.0 **ALGONQUIN**, fire engine house on right; turn right on principal street, crossing RR. (34.8 m); continue on direct road with main travel, bearing right up heavy grade (35.9 m), curving left at top; jog right and left (36.9 m).

38.3 3.7 Prominent fork; bear right up grade; straight through prominent crossroad (38.9 m) passing cemetery (on left—39.4 m), through western edge of **Dundee** (39.7 m) running over RR. bridge (42.6 m); curving left with road just beyond along RR. tracks; same thorofare becoming N. State St., which follow with trolleys to

42.2 0.1 **ELGIN**, Grove St. & Chicago Ave.

Moody's Garage, 104 Grove Ave.

Kelly & Ross Garage, 116 Brook St.

McBride Brothers, 26 River St., Stock Michelin Tires.

For city map, see page 109. For diverging routes, see Index map, page 107.

For complete running directions rest of the way into Chicago, see Route No. 91.

Note (a)—Direct connection Hebron to Woodstock may be made by keeping straight south at Hebron to end of road (11.0 m), where turn right taking next left 0.2 of a mile beyond, going straight ahead to end of road (17.0 m). Here jog right and next left crossing RR. (19.0 m). End of road (19.2 m), where bear left, straight into Woodstock. For Elgin and Chicago, see Route 117a.

Route 117A—Lake Geneva, Wis., to Chicago—93.0 m.

Route map, page 264

Reverse route, No. 36A

Via Fontana, Harvard, Woodstock and Elgin. On gravel or stone roads all the way except a few miles between Harvard and Woodstock.

Although this is not a direct route to Chicago it may be taken to advantage especially in laying out round trips in connection with more direct routes; also furnishes excellent view of this well-known lake.

MILEAGES

Total Intermediate

0.0 0.0 **LAKE GENEVA**, Main & Broad Sts.

Go straight west on Main St. on fine gravel road over

Lake Geneva Section

Route 117 A

- rolling country, avoiding road to the left (2.3 m). **Take care not to pass**
- 4.2 4.2 Left-hand road—Lake Como over to the right; turn left, curving right with main travel (4.5 m), running downgrade along shore of lake, past station (on right), upgrade into
- 5.6 1.4 **WILLIAMS BAY.** Keep straight ahead upgrade through town, passing Yerkes Observatory (on left—6.3 m). **Take care not to pass**
- 7.6 2.0 4-corners—Chicago Motor Club sign on right; turn left. **Caution** for winding downgrade with sharp turns (8.8 m), avoid road to the left (9.2 m) which leads to lake, curving right around gravel pit to
- 9.4 1.8 **FONTANA**—post office (trolley comes in from the left); follow same on direct road, passing pond (on right—9.6 m). **Caution** for sharp left turn across trolley (10.6 m) and dangerous RR. (10.8 m).
- 11.0 1.6 End of road; turn right to center of
- 11.5 0.5 **WALWORTH**—park on farther right. Turn left, meeting trolley again, follow same straight south through Big Foot (14.0 m), bearing right with trolley (18.0 m); keep straight ahead where trolley leaves to the right, into
- 19.2 7.7 **HARVARD**—business center on right, high school on left. Avoid right-hand street, keeping straight ahead. **Caution** for RR. crossings (19.4 m).
- 20.1 0.9 End of road; turn left with telephone poles and main travel.
- 21.6 1.5 Right-hand road—creamery on right; turn right with poles, curving left (22.1 m).
- 22.3 0.7 Right-hand road; turn right with poles, follow direct road with main travel.
- 25.7 3.4 Bear left across iron bridge, curving right upgrade, continuing straight ahead with telephone poles, same thoro-fare becoming Washington St.
- 32.1 6.4 At station over to the left bear right, center of
- 32.2 0.1 **WOODSTOCK**—park straight ahead.
Schuett & Schaff, 217 Main St., Stock Michelin Tires.
Jog left and right $\frac{1}{4}$ way around park, turning left on Dietz St. 1 short block.
- 32.3 0.1 **Jefferson St.**, just beyond park; turn right 1 block and left on Calhoun St.
- 32.4 0.1 Turn right on Madison St. 1 block and bear left at 5-corners, running along RR. embankment. Avoid road to the left across tracks (33.2 m). keeping straight ahead on direct road.
- 37.1 4.7 Fork—bear left with main travel, curving left and right to
- 37.9 0.8 **RIDGEFIELD**—station on left. Route 117 comes in from the left.

For complete running directions rest of the way to Elgin and Chicago, see Route No. 117.



THE STERLINGWORTH

LAUDERDALE LAKES, WIS.

VIA ELKHORN, WISCONSIN

Located 100 miles from Chicago on chain of three of Wisconsin's most beautiful lakes. GOOD BATHING, SAILING, MOTOR BOATING and ROWING. ACCOMMODATIONS FIRST CLASS. Large Fireproof Garage. RATES MODERATE.

W. A. SHARP, PROPRIETOR

Long Distance Telephone

Route 119—Lake Geneva to Fond du Lac, Wis.—94.7 m.

Route map, page 264

Reverse route, No. 138

Via Elkhorn, Oconomowoc and Mayville. Although road is rather narrow in some places it is practically all gravel, the only exception being about 1 mile or 2 a few miles south of Mayville.

See Note A for option to Eagle via E. Troy.

MILEAGES Total Intermediate

- | | | |
|------|-----|---|
| 0.0 | 0.0 | LAKE GENEVA , Main & Broad Sts.
Go straight north from business center, crossing RR. |
| 0.4 | 0.4 | End of street; turn left, curving right with road for 3 blocks. |
| 0.7 | 0.3 | 4-corners; turn left, bearing right again with main travel along RR. (0.9 m). |
| 1.6 | 0.9 | Fork—road to the right leads upgrade; bear left downgrade, following direct road, avoiding roads (on right—3.3 m & 3.9 m). |
| 6.1 | 4.5 | Fork; bear right with main travel, passing school (on right), cross RR. (7.4 m), curving left with road (8.1 m), meeting heavy telephone line from the right. • Caution for RR. (8.8 m). |
| 9.1 | 3.0 | Wisconsin St. —church on farther right; turn right, center of |
| 9.3 | 0.2 | ELKHORN —Court House on left.
For diverging routes, see Index map , page 264.
Keep straight ahead through town. |
| 10.0 | 0.7 | End of street; turn left, taking next right at end of road, curving left with road (10.3 m); follow telephone poles with main travel. |
| 11.2 | 1.2 | Prominent right-hand branch road; bear right, leaving Route 124. |
| 13.6 | 2.4 | End of road; jog right, taking next left with main travel. |
| 14.4 | 0.8 | End of road; turn right for 1/2 mile. |
| 14.9 | 0.5 | Left-hand road just beyond white church on left (road straight ahead is direct to E. Troy); turn left, following direct road, keeping left with main travel (16.4 m). |
| 16.5 | 1.6 | LAUDERDALE LAKES . The Sterlingworth straight ahead. |

For Oconomowoc avoid left-hand road downgrade,

- bearing right; keep almost straight ahead on direct road past school (on left—17.0 m).
- 18.7 2.2 4-corners on side hill; turn right.
- 19.4 0.7 Jog right and immediately left through irregular 4-corners, following main travel.
- 21.2 1.8 End of road; bear right, straight through small settlement of **Little Prairie** (22.2 m), bearing right into road from left (24.3 m).
- 25.2 4.0 Left-hand road; turn left with 2-arm telephone poles, curving right downgrade past school (26.8 m) to center of
- 26.9 1.7 **EAGLE**. Small triangular park.
Bear left, passing park (on right), cross RR. at station, following main traveled road going straight ahead. **Caution** for winding downgrade (28.1 m), follow winding road over rolling country.
- 30.8 3.9 Avoid road on right, keeping slightly left.
- 31.4 0.6 Right-hand road immediately before RR.; turn right along tracks, bear left into road from the right (34.8 m).
Take care not to pass
- 36.6 5.2 Left-hand road; turn left to first
- 37.2 0.6 4-corners; turn right, crossing RR. at
- 37.4 0.2 **DOUSMAN**. Straight through town.
- 38.1 0.7 End of road; turn left.
- 38.4 0.3 Where road ahead bears left, turn right, passing small lake (on right—40.4 m).
- 42.0 3.6 End of road—Silver Lake Creamery on left; turn left, running along shore of lake.
- 42.8 0.8 Right-hand road; turn right away from lake, crossing trolley at station, same thoroughfare becomes Silver Lake St.
- 44.6 1.8 **Summit Ave.**, just before RR.; turn left, curving right across tracks at station (44.7 m), to center of
- 44.9 0.3 **OCONOMOWOC**, Main & Milwaukee Sts.
Draper Hall, North Main St.
For diverging routes, see **Index map**, page 281.
Straight through town on Main St., passing lakes (on right & left), avoiding all right and left-hand roads, pass school (on left—47.1 m), curving right downgrade.
- 49.1 4.2 **MONTEREY**. Straight through across iron bridge, curving left and right with main travel (49.3 m), following direct road through small town of **Ashippun** (53.0 m).
- 53.7 4.6 4-corners; turn right, curving left with road just beyond, pass church and school (53.9 m), continuing on direct road running downgrade (56.3 m).
- 59.0 5.3 End of road; grist mill on left; turn left across iron bridge and immediately right past creamery (on right—61.3 m), running over about 2 miles of dirt road following main telephone poles all the way, pass **Woodland Station** (63.0 m), jogging right and left across tracks just beyond.
- 64.1 5.1 End of road; jog left across RR. and immediately right, recross tracks (64.7 m).

Route 120

Lake Geneva Section

- 64.9 0.8 At church (on right) turn left and next right into
- 65.2 0.3 **IRON BRIDGE.** Straight through town, passing church (on left), running downgrade (65.6 m).
- 66.4 1.2 Left-hand road; bear left with telephone poles down-grade crossing RR., turn right, straight through **Iron Mountain** (66.8 m), following direct road.
- 68.2 1.8 End of road; turn right.
- 68.4 0.2 End of road; turn right across RR. and immediately left, passing lime kilns (on right) after turn, following along tracks for quite a ways. Road is direct to center of
- 72.0 3.6 **MAYVILLE.** Iron watering trough on left.
Turn right across iron bridge, taking first left around wagon shop, running downgrade (73.1 m), curving left
- 73.7 1.7 End of road; turn right. **Caution** for short, steep down-grade (74.2 m). Road is direct to end at
- 77.4 3.7 **THERESA.** Business center on right.
Turn left. Road is straight north into **Fond Du Lac**, through edge of **Loraine** (82.4 m), crossing RR. at **Byron** (86.3 m). **Caution** for one or two rather rough spots on long grades running under RR. (93.4 m); meeting trolley from the right; follow same straight ahead on Main St., Court House, center of
- 94.7 17.3 **FOND DU LAC**, Main & 4th Sts.

The Palmer House, N. Main St.

Crescent Motor Co., 56 N. Main St.

Clark Motor Co., 40 E. First St.

For city map, see page 301. For diverging routes, see **Index map**, page 281.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Note (a)—Optional route to Lake Geneva to Eagle via E. Troy. Follow Route No. 121 to E. Troy (13.9 m), at farther side of park turn left around same and then right to 4-corners, northern edge of town (14.4 m), turn left for almost 3 miles to (17.3 m); turn right with telephone poles through Troy Center (18.3 m) crossing RR. (18.9 m) to left-hand road (19.3 m), where turn left with main travel, following same on winding road over rolling country, keeping left (20.8 m) to right-hand road (21.0 m), where turn right to end of road (22.4 m); turn right taking next left direct into Eagle (24.1 m), meeting regular Route No. 119 at mileage 26.9 m.

Route 120—Lake Geneva, Wis., to Rockford, Ill.—52.8 m.

Route map, page 264

Reverse route, No. 99

Via Walworth and Belvidere. On good gravel roads most of the way with a few short stretches of dirt between Walworth and Belvidere, which are in excellent shape during the summer months.

MILEAGES

Total Intermediate

0.0 0.0 **LAKE GENEVA**, Main & Broad Sts.

Go straight west on Main St., on fine gravel road over rolling country, avoiding road to the left (2.3 m). **Take care not to pass**

4.2 4.2 Left-hand road; Lake Como over to the right; turn left, curving right with main travel (4.5 m), running down-grade along shore of lake past station (on right), up-grade into

5.6 1.4 **WILLIAMS BAY.** Keep straight ahead upgrade through town, passing Yerkes Observatory (on left—6.3 m). **Take care not to pass**

- 7.6 2.0 4-corners; Chicago Motor Club sign on right; turn left.
Caution for winding downgrade with sharp turns (8.8 m),
 avoid road to the left (9.2 m) which leads down to lake,
 curving right around gravel pit to
- 9.4 1.8 **FONTANA**, Post Office (trolley comes in from the left);
 follow same on direct road, passing pond (on right—
 9.6 m). **Caution** for sharp left turn across trolley
 (10.6 m) and dangerous RR. (10.8 m).
- 11.0 1.6 End of road; turn right to center of
- 11.5 0.5 **WALWORTH**. Park on farther right. Turn left, fol-
 low trolley straight south through **Big Foot** (14.0 m).
- 16.5 5.0 4-corners; school on farther left; turn right, leaving
 trolley and Route 117A, following main travel direct,
 using **Caution** for dangerous RR. crossing in **Lawrence**
 (19.0 m), also (20.5 m)
- 20.7 4.2 Just after crossing last RR. bear right with main travel
 and left past cemetery, to center of
- 21.1 0.4 **CHEMUNG**. Jog slightly right and left, keeping straight
 through town for short distance only, where bear right
 at 3-corners, following direct road to
- 24.2 3.1 End of road; old stone school straight ahead in grove;
 turn right.
- 26.0 1.8 End of road; school on right; turn left, curving right
 with road (26.3 m).
- 26.5 0.5 Left-hand road; turn left, follow angling road.
- 28.9 2.4 End of road; bear left about $\frac{1}{2}$ mile.
- 29.4 0.5 At school (on left) turn right 1 mile.
- 30.4 1.0 4-corners; turn left, passing old church and cemetery
 (on right) after turn.
- 31.9 1.5 4-corners; school on farther right; turn right for almost
 1 mile.
- 32.8 0.9 End of road; turn left a short distance beyond and next
 right around old cemetery.
- 34.1 1.3 End of road; turn left, going south for about $2\frac{1}{2}$ miles.
- 36.6 2.5 4-corners; turn right to first
- 37.1 0.5 Left-hand road; turn left.
- 37.6 0.5 3-corners; turn right onto brick pavement, going straight
 ahead on same across RR. to trolley tracks on
- 38.1 0.5 **State St.**; turn left, following trolley across long iron
 bridge and RR., through business center of .
- 38.5 0.4 **BELVIDERE**, State & 1st Sts.
Tri-Angle Garage, W. Pleasant St.
 Just after trolley leaves to the left, turn right onto
 1st St. to end at
- 38.7 0.2 **Pearl St.**; brick school on right; turn left to
- 39.6 0.9 Prominent 4-corners; turn right, going straight west,
 crossing trolley (44.0 m) to first
- 44.9 5.3 Left-hand road; turn left, taking next right, with trolley,
 to center of
- 45.2 0.3 **CHERRY VALLEY**. Straight through, crossing RR. and

Routes 121 & 122

iron bridge, running upgrade; follow trolley. Trolley leaves to the left (48.2 m).

- 49.4 4.2 Bear left into road from right, same thorofare becoming Charles St., which follow downgrade past iron watering trough (on left—51.7 m), meeting trolley; follow same, running onto State St., cross long iron bridge over Rock River (52.6 m) to center of

- 52.8 3.4 **ROCKFORD**, Main & State Sts.

Roberts Garage, State & Court Sts.

Taylor Auto Co., Chestnut St.

For city map, see page 228. For diverging routes, see **Index map**, page 150.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 121—Lake Geneva to Milwaukee, Wis.—50.5 m.

Route map, page 264

Reverse route, No. 111

Via E. Troy, Mukwonago and Waukesha. On good gravel roads practically all the way.

MILEAGES
Total Intermediate

- 0.0 0.0 **LAKE GENEVA**, Main & Broad Sts.

Go north on Broad St. 2 blocks.

- 0.2 0.2 Turn right 1 block and then left, crossing RR.; keep ahead to

- 0.9 0.7 End of street, edge of town; turn right 1 block and bear left at fork, following main travel almost straight north on direct road, crossing RR. at **Springfield** (4.1 m).

- 6.1 5.2 End of road; jog right and immediately left through irregular 4-corners, straight through **Spring Prairie** (7.5 m), running down long grade (9.5 m). **Caution** for narrow road winding upgrade (10.7 m) direct to center of

- 13.9 7.8 **E. TROY**. Park on left.

For diverging routes, see **Index map**, page 264.

At northeast corner of park bear right on angling road and for complete running directions rest of the way to Milwaukee see Route No. 98.

Route 122—Lake Geneva to Kenosha, Wis.—32.7 m.

Route map, page 213

Reverse route, No. 122

Via Slade's Corners and New Munster, on good dirt and gravel roads.

MILEAGES
Total Intermediate

- 0.0 0.0 **LAKE GENEVA**. From center of town go south 1 block, curving left along shore of lake.

- 0.3 0.3 Prominent left-hand road; turn left upgrade away from lake, turning right at top of same bear left just beyond with main traveled road to

- 1.5 1.2 Prominent diagonal cross-road (road-sign on left); turn left, following straight road, passing school (on left—2.7 m); straight through small village of North Bloomfield (4.7 m); curving right and left across 2 or 3 small bridges

- 6.7 5.2 End of road; turn left for $\frac{1}{2}$ mile.

- 7.2 0.5 End of road; turn right, going straight through **Slade's Corners** (8.4 m); curving right with road (9.7 m), pass cemetery (on right—10.0 m). Road is direct to

- 11.7 4.5 **New Munster**. Continue straight through town, passing cemetery (on right); at edge of town—school (on right—12.3 m).

Lake Geneva Section

Route 122R

- 13.0 1.3 Fork; bear left across bridge over Fox River; cross RR. (13.8 m), bearing left (14.5 m) on State Road, follow same straight past school (on right) and cemetery (on left—15.6 m), passing Paddock Lake (over to the left—18.5 m). Road is straight east, past school (on left—22.9 m), crossing RR. at **Truesdell** (27.6 m) and again at (29.6 m), bearing slightly left through irregular 4-corners (30.2 m), same thorofare becoming Salem Ave., which follow to
- 31.6 18.6 5-corners; bear left on Crate St. for 3 blocks.
- 31.8 0.2 End of street; turn right on Prairie St. to Central Park.
- 32.5 0.7 Jog left and right around park to diagonal street at northeast corner, where turn left on Park Ave. past church, running into Main St., 1 block to center of
- 32.7 0.2 **KENOSHA**, Main & Wisconsin Sts.
 Arthur Gardiner's Garage, Wisconsin & Exchange Sts.
 Kent Motor Car Co., 309 Church St., Stock Michelin Tires.
 For city map, see page 122. For diverging routes, see Index map, page 264.

Route 122R—Kenosha to Lake Geneva, Wis.—32.7 m.

Route map, page 213

Reverse route, No. 122

Via New Munster and Slade's Corners, on good dirt and gravel roads.

MILEAGES
 Total Intermediate

(See Kenosha city map, page 134.)

0.0 0.0 **KENOSHA**, Main & Wisconsin Sts.

Go south one short block on Main St., where bear right on Park Ave., curving right around church at corner of park.

- 0.2 0.2 At farther corner of park turn left $\frac{1}{2}$ way down side of park, where turn right on Prairie St., following same straight ahead to
- 0.9 0.7 **Crate St.**—meeting trolley; turn left for 3 blocks, where bear right on diagonal street—Salem Ave.—follow same straight out of town; cross high-speed trolley (1.7 m), bearing slightly right through irregular 4-corners (2.5 m) Continue straight ahead, across RR. (3.1 m), crossing second RR. at **Truesdell** station (5.1 m). Road is straight west past school (9.8 m & 11.5 m); avoid all cross-roads, passing Paddock Lake (over to the right—14.2 m); pass school (on right—15.0 m), school and cemetery on opposite sides of road (17.1 m); road curves right (18.2 m), bearing left a short distance beyond; cross RR. (18.9 m), cross bridge over Fox River (19.5 m), and bear right off same onto main traveled road, curving left past school (20.4 m) into small village of
- 21.0 20.1 **NEW MUNSTER.** Continue straight through with main travel, bearing right, straight through 4-corners (21.5 m), pass school (on left—22.5 m)—avoid road to the right (23.0 m), going straight through **Slade's Corners** (24.3 m).
- 25.5 4.5 Prominent left-hand road; turn left for $\frac{1}{2}$ mile.
- 26.0 0.5 Turn right, following direct road straight through North Bloomfield (28.0 m), pass school (on right—30.0 m).

Route 123**Lake Geneva Section**

- 31.2 5.2 Prominent cross-road; turn right with main travel, following same to
- 32.2 1.0 Prominent left-hand road; turn left, running downgrade, bearing right at foot of same along shore of lake, curving right at boat-landing, to center of
- 32.7 0.5 **LAKE GENEVA.**

Badger Garage.

For diverging routes, see Index map, page 264.

Route 123—Lake Geneva to Racine, Wis.—42.2 m.

Route map, page 264

Reverse route, No. 123R

Via Burlington, on gravel roads or good dirt all the way.

MILEAGES
Total Intermediate

- 0.0 0.0 **LAKE GENEVA**, Main & Broad Sts.
From center of town go north two blocks on Broad St.
- 0.2 0.2 Turn right one block and then left, crossing RR.
- 0.9 0.7 End of street; **turn right** and at fork just beyond **keep left**, curving left with road, go straight north to 4-corners.
- 3.9 3.0 **SPRINGFIELD.** Turn square right, leaving direct road to East Troy, avoiding left-hand roads (6.6 m), straight through 4-corners (6.9 m).
- 8.9 5.0 3-corners; bear left, crossing RR. (9.9 m). **Take care not to pass**
- 10.7 1.8 Right-hand road; turn right, meeting trolley and follow same straight ahead to first brick cross-street.
- 12.2 1.5 Turn right on brick street, curving left with same to center of
- 12.4 0.2 **BURLINGTON**—bank on farther left.
Automobile Supply Co., Stock Michelin Tires.
For diverging routes, see Index map, page 264.
Keep straight ahead, crossing RR., bearing left past iron watering trough across iron bridge and trolley.
- 12.9 0.5 3-corners; bear right and follow main travel on direct road.
- 16.9 4.0 Fork; at edge of town bear right along river to center of
- 17.2 0.3 **ROCHESTER.** Turn square right, across iron bridge over Fox River; follow direct road almost straight ahead through all cross-roads.
- 21.3 4.1 Fork; bear left straight through diagonal cross-roads (24.6 m), through **Yorkville** (27.9 m), passing cemetery (on left—32.1 m); cross RR. (35.3 m), straight past cemetery and through Washington Park, same thorofare becoming 12th St., which follow on brick pavement across 2 RRs.
- 41.6 20.3 **Main St.**; turn left, straight to center of
- 42.2 0.6 **RACINE**, Main & 6th Sts.

Hotel Racine, Main & Sixth Sts.

Wagner's Restaurant, West Sixth St.

Brietzke & Pauli Garage, 510 College Ave., Stock Michelin Tires.

For city map, see page 122. For diverging routes, see Index map, page 264.

Route 123R—Racine to Lake Geneva, Wis.—42.2 m.

Route map, page 264

Reverse route, No. 123

*Via Burlington, on gravel roads or good dirt all the way.***MILEAGES**
Total Intermediate

(For this and optional exits, see city map, page 122.)

0.0	0.0	RACINE , Main & 6th Sts. From Court House Square (on right) go south on Main St., curving slightly right with same past library (on left).
0.6	0.6	12th St. ; turn right, crossing RRs. (1.1 m & 1.4 m), straight ahead through Washington Park, passing cemetery (on right) across RR. (6.9 m).
10.1	9.5	Fork just beyond diagonal 4-corners; bear right, passing cemetery (on right), following direct road and main travel through Yorkville (14.3 m) straight through diagonal cross-roads (17.6 m).
23.6	13.5	Keep left, avoiding right-hand road, continuing with main travel across iron bridge (24.9 m) to center of
25.2	1.6	ROCHESTER . Turn square left, following direct road along river most of the way.
27.0	1.8	Fork; bear right with main travel.
29.3	2.3	3-corners; bear left, crossing iron bridge and curving right to center of
29.9	0.6	BURLINGTON —bank on right. Automobile Supply Co., Stock Michelin Tires. For diverging routes, see Index map, page 264. Keep straight ahead, curving right with street for one block.
30.1	0.2	Turn left, meeting trolley line—road is direct main travel.
31.5	1.4	End of road; turn left, avoiding right-hand road (31.7 m), crossing RR. (32.3 m). Avoid left-hand road (33.3 m), straight through 4-corners (35.3 m).
35.7	4.2	Fork; bear right, direct to 4-corners.
38.3	2.6	SPRINGFIELD . Turn square left and go straight through with main travel, curving right with road (41.0 m), going one full block beyond where road comes in from left.
41.3	3.0	Left-hand street; turn left with main travel.
41.9	0.6	Just after crossing RR. turn right one block and left onto Broad St. to center of
42.2	0.3	LAKE GENEVA , Main & Broad Sts. Badger Garage. For diverging routes, see Index map, page 264.

SECTION INDEX MAPS SHOW OUTLINES OF ROUTES AND NUMBERS. FOR A COMPREHENSIVE LAYOUT OF THE ENTIRE TERRITORY SEE **GENERAL MAP** INSIDE OF FRONT COVER

Route 124

Lake Geneva Section

Route 124—Lake Geneva to Madison, Wis.—72.1 m.

Route map, page 264

Reverse route, No. 130

Via Elkhorn, Whitewater and Fort Atkinson. Most of the way over gravel roads or good dirt.

MILEAGES

Total Intermediate

0.0 0.0

LAKE GENEVA, Main & Broad Sts.

Go straight north from business center, crossing RR.

0.4 0.4

End of street; turn left, curving right with road for 3 blocks.

0.7 0.3

4-corners; turn left, bearing right again with main travel along RR. (0.9 m).

1.6 0.9

Fork; road to the right leads upgrade; bear left downgrade, following direct road, avoiding roads (on right—3.3 m & 3.9 m).

6.1 4.5

Fork; bear right with main travel, passing school (on right), cross RR. (7.4 m), curving left with road (8.1 m), meeting heavy telephone line from the right. **Caution** for RR. (8.8 m).

9.1 3.0

Wisconsin St.; church on farther right; turn right to center of

9.3 0.2

ELKHORN. Court House on left.

For diverging routes, see **Index map**, page 264.

Keep straight ahead through town.

10.0 0.7

End of street; turn left, taking next right at end of road, curving left with road (10.3 m), follow telephone poles with main travel.

11.2 1.2

Fork; keep slightly left, avoiding road (on right), where Route 119 leaves to the right. Follow direct road with main travel.

14.5 3.3

End of road; cemetery straight ahead; turn left to 4-corners, center of small town of

16.5 2.0

MILLARD; general store on farther right. Turn right, passing church (on left after turn).

17.9 1.4

Left-hand road at jog in road straight ahead. **Turn left**, curving right with road (18.9 m), through small settlement of **Park Prairie** (19.9 m), bear left into road from right (21.9 m). **Caution** for long, winding upgrade (fine views from top), running downgrade, keeping straight ahead.

25.4 7.5

End of road; turn right.

26.3 0.9

End of road; turn left.

27.1 0.8

End of street; lumber yard on left; turn right across RR. and immediately left, crossing iron bridge, center of

27.3 0.2

WHITEWATER. Fork in business center.

Place's Garage.

Bear right, going straight through town on Main St.,

Prompt Service

STOP AT

Right Prices

P L A C E ' S G A R A G E

WHITEWATER, WIS.

REPAIRING

SUPPLIES

STORAGE

- past State Normal School (28.0 m); avoid road (on right—29.5 m) and road (on left—29.9 m), following main travel, mostly gravel with some sandy stretches, running onto macadam; avoid left-hand roads (36.2 m).
- 36.5 9.2 End of street; turn right, center of
- 36.7 0.2 **FORT ATKINSON.** Keep straight ahead through town on Main St., across iron bridge, going 3 blocks beyond.
- 37.0 0.3 At Cornish, Curtiss & Green Co. (on left), turn left, crossing RR., follow direct road, curving right upgrade (37.7 m).
- 37.4 0.4 Fork; irregular 4-corners; bear right with poles, keeping direct road almost straight ahead on good dirt and gravel, curving right around Riley Lake (46.0 m), direct into center of
- 47.6 10.2 **CAMBRIDGE.** Park on right.
Keep straight ahead out of town, crossing RR. (47.8 m).
- 47.9 0.3 End of road immediately beyond iron bridge; curve right with main travel and next left just beyond, turning right again with road.
- 48.3 0.4 Left-hand branch road; sign "To Madison" in angle; bear left, following direct road winding through woods (50.1 m).
- 50.8 2.5 3-corners; bear right.
- 51.6 0.8 Jog right and immediately left through irregular 4-corners, avoiding private road (on left—51.8 m), straight through cross-roads (53.3 m & 55.5 m), passing many tobacco fields.
- 58.1 6.5 Just after running upgrade at small store on farther right, turn right.
- 59.0 0.9 Fork; bear right, following gravel road straight across RR. at **Cottage Grove** (61.3 m).
- 62.0 3.0 4-corners just after passing school and church (on right); turn left. Road is straight for over 6 miles, through small settlement of **Vilas** (63.8 m), over rolling country with fine views of lake. Cross RR. (67.7 m), running onto macadam.
- 68.4 6.4 End of road at lake; turn right on macadam, curving left around head of lake.
- 69.5 1.1 4-corners where trolley comes in from right; bear left, following trolley across RR. (69.9 m).
- 70.4 0.9 Bear left with trolley on Winnebago St., crossing RR. and concrete bridge; keep straight ahead, same becoming Williamson St.; meeting trolley from the left (71.6 m), curve right and left across RRs. onto Wilson St. (71.7 m).
- 71.9 1.5 Bear right upgrade, with trolley, on King St. to center of
- 72.1 0.2 **MADISON,** Main & King Sts. State Capitol straight ahead.

Capital House, King St.

Hokanson Auto Co., Doty St., Stock Michelin Tires.

Pregler Auto Garage, 323 W. Johnson St., Stock Michelin Tires.

For city map, see page 283. For diverging routes, see Index map, page 281.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 125—Circuit of Lake Geneva—19.4 m.*Via Williams Bay and north shore of lake first.*

MILEAGES
Total Intermediate

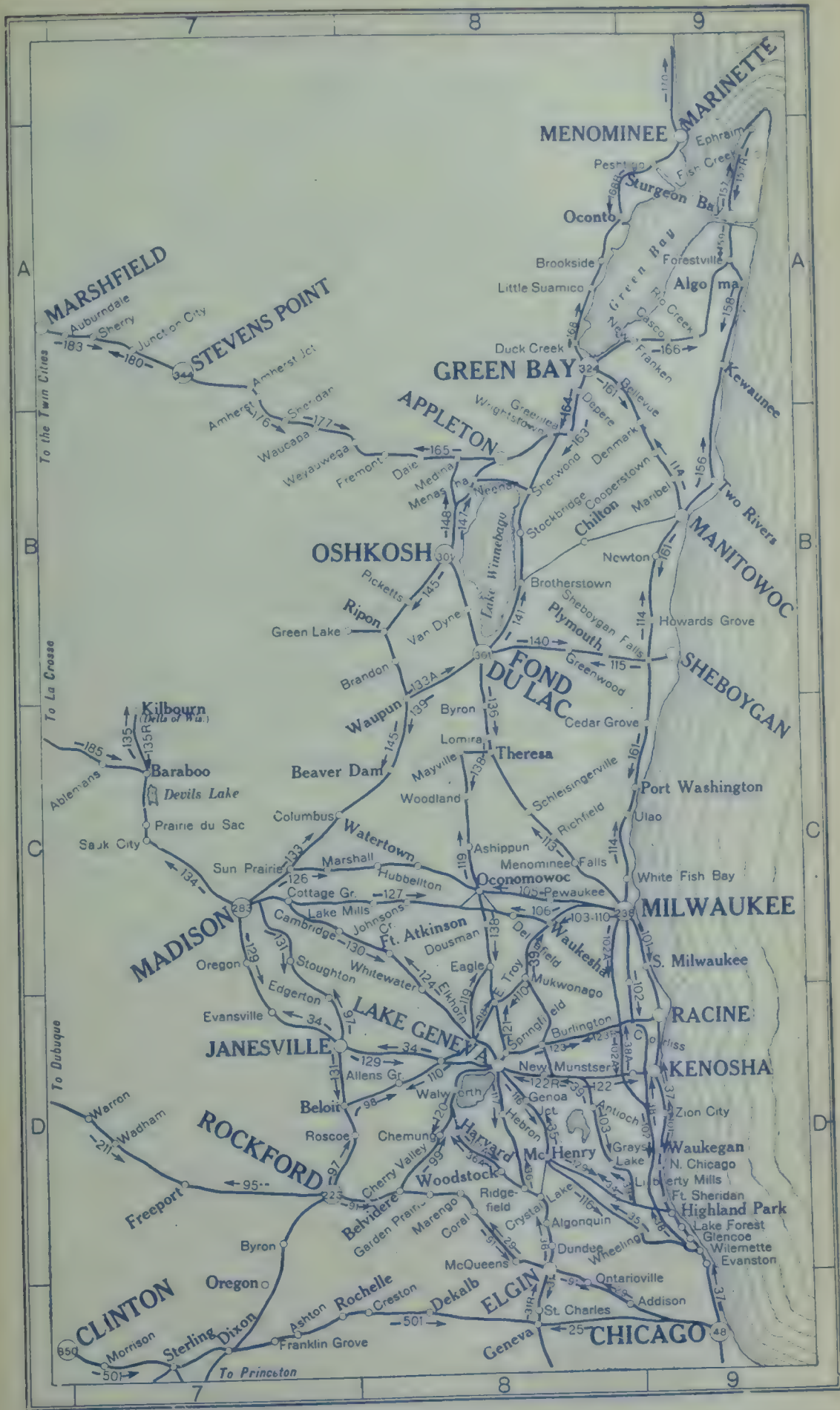
0.0	0.0	LAKE GENEVA , Main & Broad Sts.
		Go west on Main St. straight out of town, following excellent gravel road, avoiding numerous left-hand roads leading into summer homes, passing school (2.4 m).
4.3	4.3	Left-hand road; Lake Como over to right; turn left.
4.5	0.2	End of road; turn right, running along shore of lake past station (on right), straight ahead upgrade through Williams Bay , passing Yerkes Observatory on left.
7.7	3.2	4-corners; Chicago Motor Club sign on right; turn left. Caution for narrow winding downgrade (9.0 m).
9.3	1.6	Immediately after running downgrade, turn left towards lake, curving right along shore (9.5 m) to trolley stop at
9.6	0.3	FONTANA . Keep straight ahead along shore of lake, winding upgrade away from lake; follow direct road.
15.2	5.6	Diagonal cross-road; bear left.
16.8	1.6	End of road; turn left with main travel, running along shore of lake again for short distance, running upgrade.
19.0	2.2	4-corners in middle of downgrade; turn left, foot of hill at lake, where bear right along shore, crossing iron bridge, turning right to center of
19.4	0.4	LAKE GENEVA .

Route 125R—Circuit of Lake Geneva.*Going via south shore first.*

MILEAGES
Total Intermediate

0.0	0.0	LAKE GENEVA , Main & Broad Sts.
		Go south on Broad St. 1 block, bearing left at boat landing along shore of lake.
0.3	0.3	First prominent street; turn left upgrade, taking first right in middle of grade; keep straight ahead between summer homes, curving right downgrade along shore of lake short distance, running upgrade to first
2.6	2.3	Right-hand road; turn right with fine gravel.
4.2	1.6	Diagonal cross-road; bear right, follow direct road through all 4-corners, over rolling country through woods most of the way, curving right (9.0 m) down winding grade into
9.8	5.6	FONTANA . Trolley station on left. Keep straight ahead along shore for short distance, turning sharp left with street away from lake.
10.1	0.3	At end of road; turn right, using caution for narrow road on winding upgrade.
11.7	1.6	4-corners; Chicago Motor Club sign on farther right; turn right, passing Yerkes Observatory (on right—13.0 m).
13.3	1.6	Fork; bear left downgrade through Williams Bay , passing station (on left), running upgrade away from lake to
14.9	1.6	Left-hand road; turn left with main travel.
15.1	0.2	End of road; turn right, go straight ahead to center of
19.4	4.3	LAKE GENEVA .

Eastern Wisconsin Index Map



The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map which is placed at head of corresponding section.

MADISON SECTION

ROUTES 126 TO 135.

Route Center—All routes leaving Madison start from the State Capitol building, which is in the heart of the city. Routes to the west and north start from the west side of the Capitol on State & Carroll Sts., those to the east and south from Main & King Sts.

Points of Interest—Madison, the capital of Wisconsin, has one of the most picturesque location of any city in the United States, as both Lake Mendota on the west and Lake Monona on the east are within the city limits, both offering ideal opportunities for summer and winter recreations. The State Capitol, located in the heart of the city, was partially destroyed by fire in 1904, but has been rebuilt in the form of a Greek cross at a cost of \$4,000,000. Housed in the Capitol are the State Law Library and offices of the Wisconsin Free Library Commission. The University of Wisconsin, with its exceptional location on the hills overlooking Lake Mendota, has a total registration of over 4,000 students. Its observatory (the Washburn observatory) is one of the best in America. Although the university is well equipped in its departments of history, economics and geology, the agriculture and engineering departments are particularly well known and have national reputation. Opposite the campus is the building of the Wisconsin State Historical Society, the most important institution of its kind beyond the Alleghany. Its collection of manuscript relating to the development of the west being especially important. In the same building is the library of the university and the Academy of Science of Arts and Letters. The city has a very attractive system of public parks and, through several enterprising citizens, it is completing a series of boulevards which will take in the five lakes in the immediate vicinity.

Route 126—Madison to Milwaukee, Wis.—84.5 m.

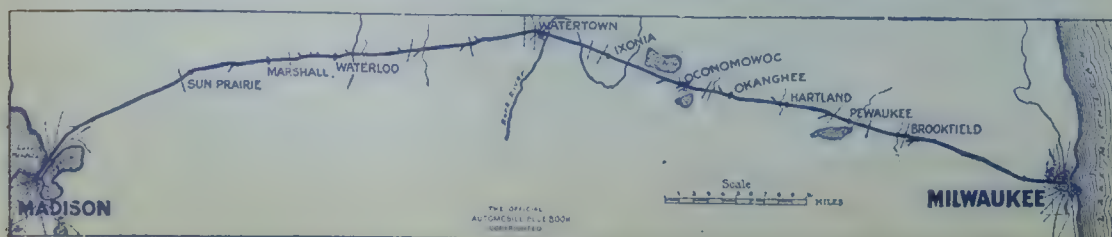
Route map below

Reverse route, No. 105

Via WATERTOWN and OCONOMOWOC. First part to Watertown about equally divided between dirt and clay with sandy spots. The remainder good dirt or pike in dry weather.

MILEAGES
Total Intermediate

0.0	0.0	MADISON. Eastern corner of park—State Capitol in center. Go east on King St., bearing left just beyond with trolleys on Wilson St. to
0.3	0.3	Williamson St., just beyond station; turn right, across RR. tracks, bearing left (trolleys leave to the right—0.5 m); pass brick school (on right—1.2 m),—meeting trolleys just beyond; cross RRs. (1.6 m & 2.2 m)—(trolleys leave to the right—2.0 m), same thorofare becomes Winnebago St., which follow straight ahead past roadhouse (on left—2.5 m); follow main telephone line—avoiding all right and left-hand roads, to center of
11.7	11.4	SUN PRAIRIE. Continue straight through on principal street, bearing slightly right, cross RR. (12.0 m).
12.1	0.4	Fork just beyond RR. Bear left with main telephone line, pass cemetery and school (on right—17.3 m). Caution for sharp left and right curves on downgrade (17.8 m), crossing narrow builtup roadway across swamp (18.7 m).



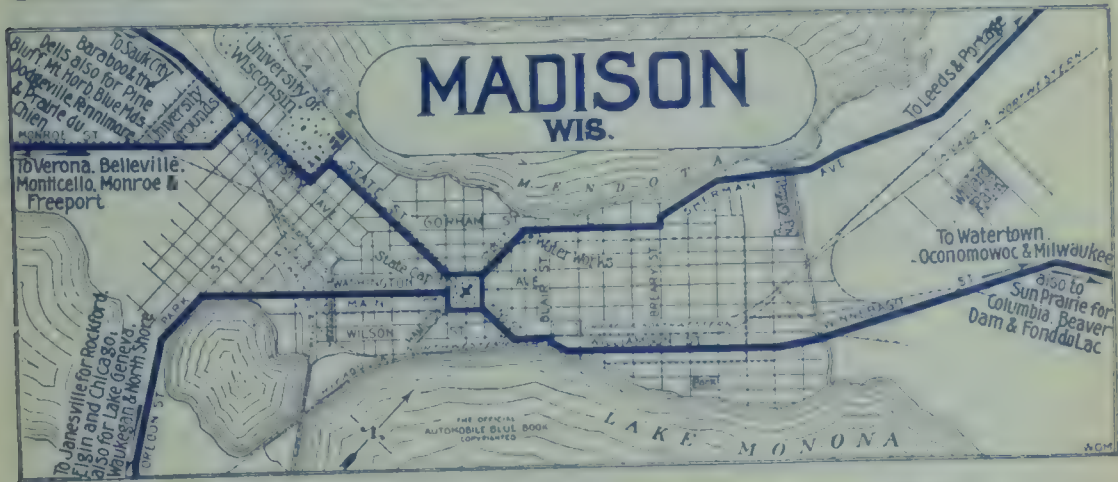
The Capital House

King St., 1 block east of Capitol
Madison, Wisconsin

The leading hotel of the city, completely remodeled and improved. New management.
New fireproof addition of sixty rooms, with bath. Hot and cold running water. Long distance telephone in every room.

RATES: \$2.50 to \$4.00 PER DAY, AMERICAN PLAN
SPECIAL ATTENTION TO AUTOMOBILISTS

Walter J. Hodges & Co., Proprietors



- 20.0 7.9 Straight through center of **Marshall** (19.8 m) to
Left-hand road,—cemetery on right;—pond (on left);
turn left, cross wooden bridge and immediately right;
follow main thorofare, straight through 4-corners (21.6
m), down long grade past small lake (on left); **caution**
for sharp left curve under RR. at foot of grade (23.5 m);
curve right with poles, pass can factory (on right) to
center of
- 24.2 4.2 **WATERLOO.** Continue straight through across iron
bridge,
- 24.7 0.5 Prominent left-hand road; turn left 1 mile to small hamlet
of
- 25.7 1.0 **PORTLAND**—4-corners just beyond iron bridge; turn
square right, follow telegraph poles across tracks (30.8
m); straight through **Hubbleton** (30.9 m), crossing long
concrete bridge just beyond; curve left, cross RR. (31.7
m), running under RR. (37.8 m), cross RR. (38.3 m)—
station on right; follow Main St. through center of
- 38.8 13.1 **WATERTOWN**, Main & 1st Sts.
Buroff-Hafemeister Co., 418 Main St., **Stock Michelin Tires.**
Continue straight through with brick pavement.
- 39.6 0.8 Prominent right-hand road; turn right with poles, pass
iron water tower (on right).
- 40.2 0.6 Left-hand road just beyond water tower; turn left, still
with poles, cross iron bridge over Rock River,
- 41.8 1.6 Fork; **do not cross RR.**, curve left with wires, running

Route 127

Madison Section

along RR., bearing right across same (44.5 m). **Caution** for sharp left and right turn under RR. (45.6 m). Keep straight through **Ixonia** (46.5 m), follow main thorofare 52.0 10.2 **OCONOMOWOC**, Milwaukee & Main Sts.

Draper Hall, North Main St.

For diverging routes, see **Index map**, page 281.

Continue straight through on Milwaukee St., pass iron water-tower (on right—52.5 m); turn right with road over RR. bridge (53.1 m), bearing left past lake (on right)—avoid road to the left (54.1 m), follow telephone wires. **Caution** for sharp left and right turn along RR. (54.6 m), pass **Okauchee P. O.** (55.5 m), bear slightly right just beyond. Keep main traveled road through **Nashota**—(station for St. John's Military Academy on right—57.6 m). Straight ahead to end of road at

60.6 8.6 **HARTLAND**—bear left and immediately right.

61.2 0.6 Fork; bear right, with main telegraph wires on direct road, cross RR. (65.1 m)—(station on left—lake on right) to center of

65.3 4.1 **PEWAUKEE**—5-corners; continue straight through, still with wires, cross RR. (68.9 m)—(poles leave to the left—69.2 m); cross RR. (69.5 m), to

71.2 5.9 **BROOKFIELD**—junction house on right; bear left to

74.3 3.1 Prominent fork—roadhouse in center; keep right on fine gravel road, cross RR. (76.2 m). Continue straight ahead past cemetery (on right—80.7 m), curving left down-grade (81.5 m); running onto long concrete viaduct, crossing same to Grand Ave., which follow straight ahead, jogging left and immediately right (83.6 m); pass monuments (on right)—cross drawbridge over Menominee River (84.3 m) to center of

84.5 10.2 **MILWAUKEE**, Broadway & Wisconsin Sts.

Plankinton Hotel, Grand Ave.

College Inn, Grand Ave.

Maryland Hotel, 137 Fourth St.

Rambler Garage Co., 455 Broadway.

For city map, see page 238. For diverging routes, see **Index map**, page 281.

For through connections, see **Trunk-line Index map**, front of book.

Route 127—Madison to Milwaukee, Wis.—81.3 m.

Route map, page 281

Reverse route, No. 106

Via Johnson Creek and Waukesha, on good gravel practically all the way, offering shortest route between these two important points.

This is practically a full option to previous route. Those desiring to reach Oconomowoc may do so by making use of **Note a** at the end of this route. This is one of the finest trips in Wisconsin, as it is winding close to a great number of lakes the greater part of the distance.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 283.)

0.0 0.0 **MADISON**, Main & King Sts.

From State Capitol go east on King St. downgrade, curving along with trolley on Wilson St. (0.2 m).

0.4 0.4 Bear right across RR. with trolley, keeping straight ahead on Williamson St. where trolley leaves to the right (0.5 m), meeting trolley again (1.2 m); same street becomes Winnebago St.; cross RR. (1.6 m).

- 1.7 1.3 **Atwood Ave.**; bear right with trolley, crossing RR. (2.2 m).
 - 2.6 0.9 Where trolley leaves to the left bear slightly right down-grade, following direct road, curving right around head of lake, **taking care not to pass**
 - 3.7 1.1 Left-hand road; turn left away from lake, crossing RR. (4.4 m), going straight ahead over rolling country through **Vilas** (8.3 m) and 4-corners (10.1 m), where Route 130 leaves to the right. Avoid left-hand road (11.7 m), keeping direct through all cross-roads, curving left and right with road (18.5 m).
 - 21.3 17.6 Avoid left-hand road keeping ahead through diagonal 4-corners (22.0 m).
 - 24.9 3.6 Avoid left-hand roads curving right around head of Rock Lake direct to center of
 - 26.4 1.5 **LAKE MILLS**—band stand on left. Turn left, going straight out of town through **Aztalan** (28.9 m).
 - 33.2 6.8 **JOHNSON CREEK**. Jog left with street and immediately right under RR., continuing almost straight east on direct road through diagonal cross-road (34.7 m).
 - 38.9 5.7 Irregular 4-corners; keep straight ahead on middle road.
 - 42.6 3.7 **CONCORD**. Bear right onto road from left, curving left with road (43.1 m).
 - 45.7 3.1 End of road; bear left, taking next right just beyond.
 - 46.9 1.2 4-corners—brick school over to left.
- See Note a for direct connection to Oconomowoc and Draper Hall.
- For Waukesha and Milwaukee keep straight ahead, running along shore of Silver Lake (48.1 m), past creamery (on right—48.9 m), crossing trolley (50.9 m), meeting good road from left (51.1 m). **Caution** for rather narrow road winding through woods between lakes with main travel all the way.
- 52.2 5.3 Avoid right-hand road, keeping straight ahead to
 - 53.4 1.2 End of road; turn right, running downgrade past St. John's Military Academy (on right) to center of
 - 53.8 0.4 **DELAFIELD**. Just after crossing 2 stone bridges turn left, going straight ahead past numerous summer homes along shore of Lake Nagawicka, curving right under trolley (55.2 m).
 - 55.5 1.7 Fork; bear left with main travel, going straight ahead through all cross-roads, avoiding left-hand road (56.8 m), across trolley (60.9 m).
 - 61.7 6.2 Right-hand road; turn right up slight upgrade, running along trolley for short distance.
 - 62.4 0.7 4-corners; turn left.
 - 62.8 0.4 Right-hand road; bear right with main travel.
 - 63.9 1.1 Where trolley comes in from the right bear left, following trolley with main travel.
 - 64.3 0.4 Turn left with trolley across RR. to center of

64.5 0.2 **WAUKESHA**, Main & Broadway.

Resthaven Hotel, Arcadian Ave.

Schober Brothers, 321 Main St., Stock Michelin Tires.

For city map, see page 254. For diverging routes, see **Index map**, page 253.

Bear left on Main St., leaving trolley.

64.7 0.2 Just after passing Court House (on right) bear left into White Rock Ave., following same across RR. (65.2 m).

65.4 0.7 4-corners, edge of town—saloon on both sides of street; bear right, going straight ahead to 3-corners at

68.1 2.7 **BROOKFIELD**. Bear slightly right, keeping straight ahead through all cross-roads.

71.2 3.1 Fork—road-house in angle; keep right, crossing RR. (73.2 m) over RR. bridge (74.3 m), across trolley (77.6 m). **Caution** for narrow downgrade just beyond.

78.2 7.0 Bear left, continuing downgrade past new concrete viaduct, running upgrade onto Grand Ave., following same straight ahead past monument and library (80.5 m) to

81.2 3.0 **MILWAUKEE**, Grand Ave. bridge.

Maryland Hotel, 137 Fourth St.

Plankinton Hotel, Grand Ave.

College Inn, Grand Ave.

Rambler Garage Co., 455 Broadway.

For city map, see page 238. For diverging routes, see **Index map**, page 281.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Note a—For direct connection to Oconomowoc from 4-corners at mileage (46.9 m), turn square left. Immediately after crossing iron bridge (48.7 m) turn left on Concord road, crossing trolley and RR. (49.2 m) onto Hickory St., going ahead to end of same at Milwaukee St. (49.3 m), where turn right to center of Oconomowoc (49.5 m), **Draper Hall** a short distance to the left on Main St.

Route 129—Madison, Wis., to Chicago, Ill.—149.0 m.

Route map, page 281

Reverse route, No. 34

Via Janesville, Lake Geneva, Highland Park and Lake Shore road; fairly good dirt road to Janesville; good dirt or pike most of the way to Highland Park; macadam the rest of the way to Chicago.

MILEAGES (For this and optional exits see Madison city map, page 283.)

Total Intermediate

0.0 0.0 **MADISON**. Park—State Capitol in center. At southwestern side of park, go southwest on Washington Ave., cross RR. tracks (0.5 m & 0.6 m), to

1.0 1.0 5-corners; bear left on middle street—South Park St.—shortly meeting trolleys (from the right),—leaving same to the left (1.5 m) keep straight ahead with heavy telephone lines; cross RR. (2.1 m).

2.8 1.8 5-corners, bear left on middle road with telephone line, running under RR. (3.2 m), follow poles on direct road, pass cemetery (on left—10.0 m), to center of

11.1 8.3 **OREGON**. Small park on left. Bear left, passing park (on left), follow telephone line to

11.9 0.8 Prominent fork; turn left, still with poles, follow winding but direct road, straight through small hamlet of **Rutland** (15.1 m)—(avoiding road to the left). Poor dirt road for a short distance; turn left with road (16.4 m),

16.6 4.7 Fork (telephone line comes in from the left); bear right on direct road with main travel, curving right (19.9 m),

past white church (on left) just beyond; follow fine gravel road, cross RR. (22.7 m) to center of

23.1 6.5 **EVANSVILLE**; 4-corners; turn square left on Main St., cross RR. (23.3 m), follow almost straight road, passing tree in center of road (31.1 m).

35.9 12.8 Irregular 4-corners—road straight ahead goes down-grade; turn right, follow telephone poles, curving right under RR. and immediately left up slight grade (37.0 m), passing cemetery (on right—38.2 m); bear right with road just beyond, picking up trolley on North Washington St., follow same to

39.1 3.2 Fork; iron water-trough straight ahead; bear left with trolley to

39.4 0.3 **Mineral Point Ave.** Jog left away from trolley, and next right on North Jackson St., following same across RR. (39.7 m) (station on right).

39.9 0.5 **Milwaukee St.** Turn left over iron bridge to center of

40.2 0.3 **JANESVILLE**, Main & Milwaukee Sts.

Grand Hotel, S. High & Milwaukee Sts.

Reed-Gage Auto Co., 111 N. Main St.

For city map, see page 115. For diverging routes, see Index map, page 264.

Turn right on Main St.; following trolley;

41.1 0.9 Fork—trolley leaves to the right;

Turn left, passing brick yard on left, cross RR. to

41.6 0.5 End of road; turn left, jogging right and left across RR. (42.6 m), re-crossing same (43.2 m); keeping on direct road straight through Emerald Grove (48.1 m);—avoid all right and left-hand roads, passing buildings of Wisconsin Deaf & Dumb Institute (on left—59.8 m), same thoroughfare becoming Walworth Ave., which follow to

60.3 18.7 **DELAVAN**—brick water-tower in small park on left;

City Garage, Stock Michelin Tires.

(For diverging routes, see Graphic Index map, page 264.)

Continue straight ahead on Walworth Ave.

60.7 0.4 4-corners—church on farther right; turn right, crossing RR. tracks—station on left (60.9 m); keeping with main travel road and telephone wires.

(For points on Lake Delavan turn right at (61.7 m) direct to lake.)

Curve right with main travel (63.5 m).

64.4 3.7 Prominent fork—signboard straight ahead; turn left straight through **East Delavan** (65.5 m) on direct road, still with telephone line, cross dangerous RR. (68.0 m) (Lake Geneva can be seen on right). Straight ahead to

72.8 8.4 **LAKE GENEVA**—4-corners;

Badger Garage.

(For diverging routes, see Graphic Index map, page 264.)

Turn square right, bearing left just beyond along edge of lake,

Route 129

Madison Section

- 73.1 0.3 Prominent left-hand road; turn left upgrade;
- 73.3 0.2 End of road; turn right on direct road—avoiding road to the left (74.0 m).
- 76.1 2.8 Fork—school straight ahead; turn left.
- 76.9 0.8 End of road; turn right, shortly running up slight grade, bear left across RR. (79.7 m) to
- 80.3 3.4 Right-hand branch road; turn right.
- 80.8 0.5 Fork, curving left and right just beyond immediately after crossing iron bridge; cross 2 RRs. to center of
- 81.8 1.0 **GENOA JUNCTION, WIS.**—4-corners; turn square left, running under RR. (82.0 m).
- 82.5 0.7 4-corners; turn right, curving left with road (83.1 m).
- 83.4 0.9 End of road—cemetery straight ahead; turn right to
- 84.4 1.0 **RICHMOND, ILL.** Continue straight through, shortly running along close to RR. and under RR. (85.8 m); turning square left with road (86.9 m)—away from RR. to
- 87.3 2.9 Right-hand road—signpost on farther right; turn right, cross iron bridge (88.0 m), running up long heavy grade. Continue on direct road (avoiding road to the left—91.8 m), pass cemetery (on right—93.7 m) to left-hand road
- 94.0 6.7 **McHENRY**,—end of road a short distance ahead; turn square left with telephone line, passing center of town 1 block to the right; cross iron bridge to
- 94.3 0.3 End of road; turn right with telephone line,
- 94.5 0.2 Left-hand road; turn left with poles on direct road, jogging right and left on farther side of small lake (97.4 m). Straight through **Volo** (99.5 m),—avoiding road to the right;
- 100.2 5.7 Fork; turn right and follow direct road—rather poor for a short distance;
- 105.3 5.1 Prominent cross-road; turn left, passing church (on right) just beyond; turning right with road (105.7 m) to
- 107.4 2.1 **IVANHOE**—fork; keep right with telephone line on direct road, crossing RR. at **Diamond Lake** (110.7 m). Continue straight ahead across RR. (113.0 m), and through prominent 4-corners at
- 115.3 7.9 **HALF DAY.**

Pink Poodle, Stock Michelin Tires.
 (For diverging routes, see **Graphic Index map**, page 264.)

Continue straight ahead, cross RR. (118.9 m), running under RR. (120.4 m);
- 121.7 6.4 End of road; turn right along RR. embankment, to
- 122.3 0.6 **Green St.**; turn right.
- 122.5 0.2 **Second St.**; bear left on diagonal street to
- 122.8 0.3 **Central Ave.**; turn square left, cross RR. and trolley at
- 122.9 0.1 **HIGHLAND PARK**, Sheridan Road & Central Ave.

Moraine Hotel, North Sheridan Road.
Highland Park Auto Station, 11 Park Ave.
 For complete running directions rest of the way to Chicago see Route No. 91.

Route 130—Madison to Lake Geneva, Wis.—72.1 m.

Route map, page 281

Reverse route, No. 124

Via Fort Atkinson, Whitewater and Elkhorn. On gravel or good dirt roads practically all the way.

This route offers a very good option to Route 129 between these two points.

MILEAGES
Total Intermediate (For city map, see page 283.)

- | | | |
|------|-----|---|
| 0.0 | 0.0 | MADISON , Main & King Sts.
From State Capitol building go east downgrade, with trolley, on King St., bearing left (0.2 m) on Wilson St., curving right and left with trolley across RR. (0.4 m) onto Williamson St. |
| 0.5 | 0.5 | Where trolley leaves to the right, keep straight ahead, meeting trolley again (1.2 m), same thoroughfare becoming Winnebago St., which follow, with trolley, across RR. (1.6 m). |
| 1.7 | 1.2 | Turn right with trolley, crossing RR. (2.2 m). |
| 2.6 | 0.9 | At irregular 4-corners; brick saloon on left, where trolley leaves to the left, bear right, running downgrade; follow macadam, curving right around head of lake to first |
| 3.7 | 1.1 | Left-hand road; turn left away from lake. Macadam ends at RR. (4.4 m); keep straight ahead upgrade (fine views of lake from top), through small town of Vilas (8.3 m). Take care not to pass |
| 10.1 | 6.4 | 4-corners; turn right, passing church and school (on left —10.3 m), crossing RR. at Cottage Grove (10.8 m), bear left into road from right (13.1 m). |
| 14.0 | 3.9 | End of road; turn left downgrade, going straight ahead for over 6 miles, through prominent cross-roads (16.6 m & 18.8 m). |
| 20.5 | 6.5 | Jog right and immediately left through irregular 4-corners. |
| 21.3 | 0.8 | 3-corners; bear left. |
| 21.9 | 0.6 | Fork; school on left; bear right, winding through woods, meeting road from the left (23.9 m), curving left just beyond with road to first |
| 24.1 | 2.2 | Right-hand road; turn right, taking next left down short grade, cross iron bridge and RR. to center of |
| 24.5 | 0.4 | CAMBRIDGE . Park on left.
Straight ahead out of town. |
| 25.2 | 0.7 | Lake straight ahead; bear right with main travel, curving left (25.7 m) around head of Riley Lake, straight ahead on direct road for over 9 miles, running down long grade (29.4 m), meeting good road from the right (32.7 m), cross RR. (35.0 m). |
| 35.1 | 9.9 | Turn right around Cornish, Curtiss & Green Co., across iron bridge, center of |
| 35.4 | 0.3 | FORT ATKINSON . Keep straight ahead for about 2 blocks. |
| 35.6 | 0.2 | At church (on right) bear left on angling street with fine gravel road, avoiding roads on right and left (36.9 m). |

Route 131**Madison Section**

- 40.9 5.3 Fork; bear left with main travel, passing State Normal School (44.0 m).
- 44.4 3.5 At fountain and library straight ahead, bear right to
- 44.7 0.3 **WHITEWATER.** Business center.
Place's Garage.
Keep straight ahead on Main St., across iron bridge.
- 45.0 0.3 At first street beyond iron bridge, jog right across RR. and immediately left, passing lumber yard (on right).
- 45.8 0.8 Right-hand road; turn right for almost 1 mile.
- 46.7 0.9 Left-hand road; turn left. **Caution** for long winding upgrade (49.6 m—fine views from top), running down winding grade.
- 50.2 3.5 Right-hand branch road; bear right to small settlement of **Park Prairie** (52.2 m), turn left with road (53.2 m).
- 54.2 4.0 End of road; turn right to small town of
- 55.6 1.4 **MILLARD.** General store on right. Turn left, passing creamery (on right after turn).
- 57.6 2.0 At cemetery (on left) turn right.
- 59.4 1.8 Fork; bear left with main travel, passing school (on right), after turn, going straight ahead on direct road, turning right with road (61.8 m).
- 62.0 2.6 Turn left with telephone poles and main travel, taking next right direct to center of
- 62.8 0.8 **ELKHORN.** Court House on right.
For diverging routes, see **Index map**, page 264.
Keep straight ahead.
- 63.0 0.2 At church (on right) turn left. **Caution** for RR. crossing (63.3 m).
- 63.9 0.9 Fork; bear right, leaving heavy telephone line, keeping right just beyond, straight across RR. (64.7 m).
- 65.9 2.0 At small school ahead on left, curve left with main travel, bearing right at small iron bridge (66.2 m); follow direct road through all cross-roads, avoiding road (on left—68.4 m), turning left away from RR. (71.2 m).
- 71.4 5.5 4-corners; turn right with main travel, bearing left at station 1 block.
- 71.7 0.3 Turn right across RR., direct to center of
- 72.1 0.4 **LAKE GENEVA,** Main & Broad Sts.

Badger Garage.

For diverging routes, see **Index map**, page 264.**Route 131—Madison, Wis., to Rockford, Ill.—75.1 m.**

Route map, page 281

Reverse route, No. 97

Via Stoughton, Edgerton, Janesville and Beloit. On good gravel or stone road practically all the way.

This route offers a very good option to the better-known route via Evansville, as shown in Route 129.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 283.)

0.0 0.0 **MADISON,** Main & King Sts.

From State Capitol go east on King St., downgrade, curving left with trolley on Wilson St., (0.2 m), cross RRs. (0.3 m), keeping straight ahead on Williamson St. where trolleys leave to the right (0.5 m). Meeting trolley

- again (1.2 m), keep straight ahead, same street becoming Winnebago St., cross RR. (1.6 m).
- 1.9 1.9 **Atwood Ave.**; turn right with trolley, crossing RR. (2.2 m).
- 2.6 0.7 Where trolley leaves to the left, keep straight ahead down slight grade; follow direct road around shore of lake, avoiding road to the left (4.0 m), passing assembly grounds over to the right, following telephone poles on good gravel road.
- 6.7 4.1 Fork; bear right with poles.
- 8.5 1.8 End of road; turn right across RR. and immediately left past **Lake Waubesa Station** (on left—8.7 m).
- 9.7 1.2 Just after road curves right away from tracks, turn left, keeping left just beyond; cross RR. through center of **McFarland** (9.9 m).
- 10.1 0.4 At church on farther right, turn right with one line of telephone poles.
- 11.2 1.1 Fork foot of grade; bear left.
- 12.8 1.6 Right-hand road; turn right shortly, running upgrade. **Caution** for dangerous RR. (14.7 m), curving left with road (15.7 m).
- 16.0 3.2 Immediately after crossing RR., turn right along tracks, crossing RR. (19.1 m).
- 19.9 3.9 At church (on left) turn left on Main St., center of
- 20.2 0.3 **Stoughton**. Library on right.
Keep straight ahead through town downgrade.
- 20.3 0.1 At foot of grade turn right up another grade, crossing RR. immediately beyond, turn left along tracks.
- 20.8 0.5 **Caution** for sharp left and right turns under RR., bearing left away from tracks, with main travel (20.9 m), follow telephone poles on direct road over rolling country.
- 23.9 3.1 End of road; turn right around school $\frac{1}{2}$ mile.
- 24.4 0.5 Turn left with telephone poles.
- 27.0 2.6 At school on farther right turn left, still with poles, for almost 3 miles.
- 29.9 2.9 Left-hand road; turn left with poles, following same direct, passing Fair Grounds (on right—31.3 m).
- 31.8 1.9 Turn right and next left along tracks a short distance, bearing left away from same to center of
- 32.2 0.4 **EDGERTON**. At station (on right) turn right, crossing 2 RRs. Avoid poor road to the left (32.5 m), following telephone poles with main travel on good macadam.
- 33.7 1.5 At signboard on farther left, turn left, running downgrade through **Indian Ford** (34.7 m).
- 34.8 1.1 End of road; turn left across long iron bridge over Rock River, turning right off of same winding upgrade, bearing right at top with poles straight ahead on macadam.
- 37.2 2.4 End of road; turn left with poles to first
- 37.5 0.3 Right-hand road; turn right with poles, following same.
- 41.2 4.0 End of road; brick school on left; turn left.

Route 133**Madison Section**

- 41.7 0.5 4-corners; stone house on right; turn right, following telephone poles down long winding grade along Rock River (on right), cross RR. (44.6 m), go under RR. just beyond.
- 44.9 3.2 **Fourth Ave.**; turn right 1 block and left on Main St. to
- 45.2 0.3 **JANESVILLE**, Main & Milwaukee Sts.
 Grand Hotel, S. High & Milwaukee Sts.
 Reed-Gage Auto Co., 111 N. Main St.
 For city map, see page 115. For diverging routes, see **Index map**, page 281.
- Keep straight ahead on Main St., following trolley.
- 46.1 0.9 Fork; bear right with trolley down slight grade, keeping straight ahead across RRs. where trolley leaves to the right (46.6 m), crossing another RR. (47.6 m). Road is straight south, curving right across RR. (57.0 m).
- 57.7 11.6 5-corners; bear left on Prairie Ave., with trolley, to end at park in
- 58.2 0.5 **BELOIT**, Grand & Prairie Aves.
 Vale Garage, 444 Broad St., **Stock Michelin Tires**.
 For city map, see page 232. For diverging routes, see **Index map**, page 281.
- Turn left on Grand Ave., away from business center, curving right with street, crossing iron bridge over Rock River (58.3 m).
- 58.4 0.2 Fork just beyond bridge; bear right, passing Fair Grounds, going straight ahead across RR. (61.5 m), meeting trolley from the right (62.5 m), to center of
- 63.3 4.9 **ROSCOE**. Straight ahead through town, with trolley.
- 64.1 0.8 Fork; bear right, following trolley on direct road, avoiding road on left (72.6 m).
- 74.7 10.6 **State St.**; turn right with trolley, crossing long iron bridge over Rock River to center of
- 75.1 0.4 **ROCKFORD**, Main & State Sts.
 Roberts Garage, State & Court Sts. Taylor Auto Co., Chestnut St.
 For city map, see page 223. For diverging routes, see **Index map**, page 236.
 For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 133—Madison to Oshkosh, Wis.—95.6 m.

Route map, page 281

Reverse route, No. 145

Via Sun Prairie, Columbus, Beaver Dam, Waupun, Brandon, Ripon and Fisks Corners.

(This route not revised, 1911; in the main correct, but not specific at all points.)

MILEAGES
Total Intermediate

(See city map, page 283.)

0.0 0.0 **MADISON**, State Capitol, King & Main Sts.

Follow car tracks east on King St., crossing RR. Continue ahead on Williamson St.; where street forks 1 block beyond RR., keep left across bridge. Keep straight ahead at forks, on outskirts of town; road is direct and becomes Main St.,

12.5 12.5 **SUN PRAIRIE**.

Keep ahead to center of town, turning left on Center St. Pass stone tower on right. Road bends right. Continue on winding road. At end (15.7 m), turn left (north).

At end of road (17.1 m), angle right. Cross bridge (17.3 m). At forks, frame house painted drab in center (19.7 m), keep left. Continue ahead, direct road to

28.1 15.6 **COLUMBUS.**

Continue straight through town, crossing RR. and bridge. Follow angling road (28.3 m). At (31.2 m), jog left and turn right. Road is direct northeast. Cross small bridge (35.1 m). At bridge in Beaver Dam, turn right 1 block. Turn left 1 block to park and ahead to Main St., center of

40.5 12.4 **BEAVER DAM.**

Continue ahead on Main St., passing fire engine house and police station. Follow main-traveled road, angling right. Cross RR. (41.5 m); road forks (44.5 m). Keep right, continue ahead. At (49 m) where road angles right and forks, keep to right. At (52.8 m), keep left (straight north) to

55.0 14.5 **WAUPUN.**

(For Fond du Lac, see Route No. 133a)

Turn left on Main St. (County line road) to red building occupied by machine shop on opposite corner. At first road on right (56.5 m), turn right. Cross bridge (57.7 m).

Cross RR. (62.9 m). Keep ahead, angle left. At (63.5 m), turn left; at first corner, turn right. At church, turn left on Main St., -

63.9 8.9 **BRANDON.**

Keep ahead through town. At red cheese factory on right (65.1 m), turn right. Cross RR. (65.4 m); again cross RR. at

68.5 4.6 **METOMEN STATION.**

Continue ahead. At end of road (school on right—72 m), turn left. Follow main-traveled road. (East Fond du Lac St.) Cross RR. at depot. At end of road, Watson St., turn right to Public Square,

74.0 5.5 **RIPON.**

At north end of square, turn right 1 block. Jog left. Cross RR. Continue ahead on Hall St. 4 blocks. Cross RR. Continue 2 blocks to Swanton St. Turn left at end of street; turn right. At forks (75 m), follow diagonal road on left. At forks (78.5 m), keep left. Cross RR. (80.6 m). Road angles right. Cross RR. (81.3 m).

81.6 7.6 **PICKETTS CORNERS.**

Keep to right, RR. short distance on left. At forks, keep left (81.8 m). Cross RR. (82.6 m). At end of road, angle right (84.6 m). Cross RR. (85.3 m). At end of road, turn left (86.1 m). Turn right on first road (86.4 m). Cross bridge (86.7 m). Keep left at forks. Continue ahead on diagonal road, after passing 4 cross-roads and turning on east-and-west road (90.9 m).

Routes 133 A & 134

Madison Section

Turn left on 5th road (91.9 m). At first road on right (93.2 m), turn right on diagonal road. Continue ahead. Road becomes 13th St. Pass park on left. Continue ahead to trolley line on South Main St. Turn left, following trolley. Cross bridge. Continue ahead 3 blocks to High St., center of

95.6 14.0 **OSHKOSH.**

Oshkosh Motor Car Co., 51 Jefferson Ave.

Oshkosh Tire Shop, 200 Main St.

For city map, see page 301. For diverging routes, see **Index map**, page 281.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 133A—Madison to Fond du Lac, Wis.—74.2 m.

Route map, page 281.

Reverse route, No. 139

Via Beaver Dam and Waupun. On fairly good gravel road most of the way with one or two stretches of dirt, bad only after heavy rains.

MILEAGES		
Total	Intermediate	
0.0	0.0	MADISON , Main & King Sts.

(For this and optional exits, see city map, page 283.)

For complete running directions on first part of this route, see Route No. 133 to

55.0 55.0 **WAUPUN**, Main & Mill Sts.

Turn square right on Main St. for 1 block.

55.1 0.1 **Fond du Lac St.**; turn left, going straight out of town, curving left and right with street (55.5 m). Avoid right-hand road (56.6 m), pass cemetery (on left—59.1 m).

60.4 5.3 Fork; church on left; keep slightly right, passing creamery (on left—61.9 m), curving left through small town of **Seven-Mile Creek** (66.1 m), picking up telephone line from the right (69.2 m); follow same on direct road across RRs. (72.1 m, 72.5 m & 72.6 m).

72.8 12.4 **Western Ave.**; 5-corners; turn right, going straight ahead across iron bridge (74.0 m) to Court House, center of

74.2 1.4 **FOND DU LAC**, Main St. & Western Ave.

The Palmer House, N. Main St.

Crescent Motor Co., 56 N. Main St.

Clark Motor Co., 40 E. First St.

For city map, see page 301. For diverging routes, see **Index map**, page 281.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 134—Madison to LaCrosse, Wis.—145.6 m.

Route map, page 366

Reverse route, No. 185

Via Baraboo, Reedsburg, Elroy and Kendalls. First part to Baraboo being mostly good stone or gravel, although even this has one or two rather rough grades. The last 100 miles divided between sandy road in the valleys and largely clay where ridges are followed.

Descriptive Outline—This route is almost directly northwest through a country at one time inhabited by many Indian tribes. It is an especially picturesque route throughout and even the rather sandy part of the trip between Baraboo and Elroy is easily passable by the cars of to-day and this drawback is quite liberally atoned for by the splendid scenery in the valleys, where peculiar rock formations will undoubtedly be of interest to any who are taken up with the study of geology. Baraboo is used by Ringling Bros. as winter quarters for their circus and they also make this their permanent home. Many Indian mounds still remain in the vicinity. **Devil's Lake** is also easily reached from Baraboo, in fact it is the best way to get to this picturesque spot. The now famous "**Dells of Wisconsin**" at Kilbourne are reached by following Route No. 135, a few miles

Madison Section

Route 134

north of Baraboo. Just after leaving Abelmans we pass up a short valley where the rocks close to the road tower over 100 feet high. After leaving Kendalls the road follows the St. Joseph Ridge, the scenery from which is truly beautiful and no finer can be had anywhere in the state. The view of the Mississippi Valley from the top of the ridge just before entering La Crosse is one of the finest to be had anywhere along this wonderful water course.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 283.)

0.0 0.0 **MADISON**, Carroll & State Sts.

From western corner of Capitol Building go west on State St., with trolley.

- 0.8 0.8 **Park St.** University Buildings ahead on hill; turn left 1 block and right on University Ave., following trolley all the way. Cross RR. (1.3 m), passing athletic field (on left), following good macadam with main telephone line over rolling country across RR. (5.1 m); leave macadam (6.2 m).
- 6.5 5.7 3-corners; at entrance to Country Club (on right); bear right.
- 7.0 0.5 3-corners; bear left, crossing iron bridge, running up rather steep grade through **Pleasant Grove**. Avoid road to the right (7.5 m), running onto macadam for 1 mile (8.6 m) through **Ashton** (10.1 m). Avoid road on left (12.2 m).
- 12.8 5.8 Irregular 4-corners; bear left up **Rough Hill** (fine views from top), straight through **Springfield Corners** (14.4 m), following rather poor road over very rolling country.
- 16.0 3.2 **Caution** for very rocky surface on long grade; avoid right-hand road (16.6 m), passing church and school (on left).
- 21.0 5.0 End of road; turn right on good gravel, curving left with road.
- 22.7 1.7 End of road; turn right and left just beyond.
- 23.0 0.3 At school (on left) turn right, avoiding downgrade; keep straight ahead with main travel.
- 24.3 1.3 End of road; turn right, curving left, crossing long iron bridge over Wisconsin River (toll 15c) to
- 24.9 0.6 **SAUK CITY**. Immediately after leaving bridge, turn right through center of town, following along western bank of river; cross RR. (25.6 m) to center of
- 26.5 1.6 **PRAIRIE DU SAC**. Keep straight ahead out of town.
- 28.2 1.7 Left-hand road; turn left away from river to first
- 29.4 1.2 4-corners; school on farther right, cemetery on right; turn right, following good dirt road.
- 31.9 2.5 4-corners; church on farther right; turn left with main travel.
- 32.3 0.4 End of road; turn right, running onto fine macadam (33.8 m); follow same or direct road. **Caution** for water bars on long winding upgrade through woods.
- 38.3 6.0 **Caution** for sharp right turn around rocks.
- 38.6 0.3 Fork; bear left across iron bridge for 2 miles.
- 40.6 2.0 4-corners; RR. straight ahead; turn right, following macadam.

The WELLINGTON

Opposite Court House

BARABOO, WIS.

LEUTH BROS., PROPS.

Rooms with Bath, Single or En Suite. Local and Long
Distance Phones in all Rooms

GARAGE IN CONNECTION

ASK FOR
THE

PROTHERO GARAGE

FIREPROOF, LARGEST AND BEST EQUIPPED IN THE CITY

Open Day and Night

215 3rd Ave.

Phones 282-142

R. W. PROTHERO—J. F. McGinnis

BARABOO, WIS.

- 41.1 0.5 End of road; turn left under RR., curving right down-
grade across iron bridge over Baraboo River and up
grade on 2nd Ave.
- 42.0 0.9 Broadway; jail on right; turn left to Court House.
- 42.2 0.2 **BARABOO**, Broadway & 3rd St.
The Wellington, Broadway & Fourth St.
Prothero & McGinnis Garage, 215 3d Ave., Stock Michelin Tires.
(For Kilbourn, see Route No. 135.)
Keep straight ahead on Broadway 2 blocks from Court
House.
- 42.4 0.2 **Sixth St.**; church on right; turn left.
- 42.7 0.3 End of street; school on left; turn right with main travel,
taking next left, straight ahead where poles leave to the
right (43.5 m), running upgrade (43.8 m), leave macadam
(45.7 m).
- 46.9 4.2 End of road; turn left, going straight ahead on rather
sandy road. **Caution** for sharp turn (48.5 m), direct
across RR. (51.5 m) to center of
- 51.6 4.7 **ABELMANS**. Immediately after crossing iron bridge
turn right, crossing another bridge and RR., following
fine road between picturesque rock formations, locally
known as "The Narrows," through covered wooden
bridge (52.6 m), crossing RR. just beyond.
- 53.0 1.4 End of road; turn left, following direct road with main
travel across RR. (53.6 m).
- 54.3 1.3 4-corners; turn right, recrossing RR. (54.6 m), avoiding
road (on right—56.0 m), curving left just beyond.
- 57.0 2.7 End of road; turn right with poles and poor sandy dirt.
- 57.7 0.7 4-corners; turn left with poles, going straight ahead to
- 59.8 2.1 **REEDSBURG**. Keep straight ahead through town on
Main St., crossing iron bridge and RR. (59.9 m).
- 60.2 0.4 At end of brick pavement, turn right, curving slightly
left 1 block beyond; follow poles and main travel.

- 62.2 2.0 4-corners; school on farther right; turn right downgrade, follow winding but direct road over very rolling country, using **Caution** for water bars.
- 64.5 2.3 Fork; bear left up rather steep grade, cross Baraboo River (66.4 m) and RR. (66.8 m), continuing on direct road; cross RR. at
- 67.6 3.1 **LA VALLE.** Just beyond center of town, turn right at end of street, curving left across RR.
- 67.9 0.3 End of road; turn right with main travel.
- 68.1 0.2 End of road; turn left around hill, running upgrade. **Caution** for water bars, running downgrade on sandy road.
- 70.2 2.1 Left-hand road; turn left, follow very sandy road with main travel practically all the way across valley, passing numerous rock bluffs with peculiar formations, running along RR. (70.0 m).
- 75.4 5.2 Turn left with main travel and next right along tracks
- 75.6 0.2 **WONEWOC.** Keep straight through on Main St.
- 75.9 0.3 **Fork; bear left** (road to the right also leads to **Union Center** but is much more sandy); follow dirt road, crossing RR. (77.1 m) and iron bridge just beyond.
- 78.4 2.5 Right-hand road; turn right with telephone poles, curving left across RR. (79.1 m), recrossing same (79.3 m)
- 79.5 1.1 **UNION CENTER.** One block beyond center of town turn left away from tracks, taking next right, passing church (on left) after turn.
- 79.7 0.2 End of street; jog left and immediately right, following main travel on fairly good road.
- 81.1 1.4 Turn right with telephone poles; following winding but direct road across RR. (82.8 m), recrossing same (83.5 m), running upgrade along RR. to center of
- 84.1 3.0 **ELROY.** Straight ahead through town, curving left with street.
- 84.2 0.1 4-corners at fountain; turn right across RR., taking next left (84.4 m), cross RR. again (84.7 m).
- 85.2 1.0 Turn right across RR.
- 85.6 0.4 End of road; turn sharp left, recrossing RR. again (85.8 m), follow winding but direct road. Avoid road (on left—87.9 m), road (on right—89.5 m). **Caution** for downgrade just beyond.
- 90.2 4.6 End of road; turn right, curving left just beyond upgrade. **Caution** for long winding downgrade.
- 91.2 1.0 **KENDALLS.** Go 2 blocks beyond center of town, turning left up long winding grade, avoiding road (on left—92.3 m), continuing upgrade on good clay road (from here the rest of the way is largely on a ridge road with some very beautiful views of surrounding country from top of grades); pass school (on left—94.2 m).
- 97.8 6.6 Fork; church and school on right, small town hall on left; bear left, continuing on direct road. Avoid road

Route 135**Madison Section**

- to the left (100.7 m) and road on the right (100.9 m). **Caution** for long winding downgrade through woods, follow winding valley road.
- 104.3 6.5 **Caution** for sharp left turn around bluff on narrow road, **turning right** at foot of grade, cross iron bridge, center of
- 104.8 0.5 **ONTARIO**, end of street. Turn left.
- 104.9 0.1 End of street; turn right across iron bridge, go straight
- 110.8 5.9 3-corners; bear left, follow winding but direct road.
- 114.7 3.9 3-corners; bear right, taking next left across RR., center
- 115.0 0.3 **CASHTON**. Station on left.
- From here to La Crosse road has large number of turns but is main travel all the way. **Turn left around station**, following along tracks. Avoid left-hand road (115.4 m) curving right away from RR. (115.8 m).
- 116.3 25.1 End of road; turn right and next left; follow winding road on clay surface, curving right upgrade (118.1 m).
- 118.4 2.1 Bear left, avoiding road to the right, following winding
- 119.7 1.3 4-corners just beyond church and cemetery (on right); turn left with main travel to small town of
- 120.8 1.1 **PORTLAND**. Church on farther right. Turn right down along grade, curve left with road upgrade (121.2 m).
- 122.2 1.4 Left-hand road; turn left with main travel, continuing on winding road, turning right (123.7 m) to
- 124.0 1.8 Left-hand road—sign on left; turn left with main travel, passing church and school (126.5 m) through **Middle Ridge** (126.8 m), running up grade, straight through small towns at **Newburg Corners** (129.8 m) and **St. Joseph** (132.2 m), avoiding road on left (133.7 m).
- 138.9 14.9 **Special caution** for long winding downgrade with water bars for nearly 2 miles, crossing RR. (142.8 m).
- 143.7 4.8 Left-hand branch street; high electric light tower over to left; bear left with macadam in Jackson St., crossing RR.; keep straight ahead to
- 144.8 1.1 **Fourth St.**; turn right, going straight ahead into city, bearing slightly right (145.5 m) to Court House, center of
- 145.6 0.8 **LA CROSSE**, State & 4th Sts.

Holway Garage, State & Fifth Sts.

P. Hofweber & Sons, 113 Main St., **Stock Michelin Tires**.

For city map, see page 365. For diverging routes, see **Index map**, page 366.

Route 135—Baraboo to Kilbourn, Wis.—14.1 m.

Route map, page 381

Reverse route, No. 135R

This route has been materially improved within the last year and we understand that the whole 14 miles are practically all macadam or gravel.

Descriptive Outline—All tourists who are interested in scenic beauty should not miss the opportunity to take in the “**Dells of Wisconsin**” at **Kilbourn**. The Dells, divided into the Upper Dells, just north of Kilbourn, and Lower Dells, just south of the town, are formed by one of those peculiar freaks of nature which has left the rocky bluffs of the Wisconsin River very close together; this is particularly true of the Upper Dells, where the river, ordinarily 100 to 300 feet wide, is so narrow that one can almost jump across it. Some of the most peculiar formations of rock are known as Hawk’s Bill, Stand Rock, Chimney and High Rock, Devil’s Doorway and Rattlesnake Rock, all of which have enough of scenic greatness to satisfy the most exacting.

OAK VILLA Kilbourn, Wisconsin

OAK ST. AND WISCONSIN AVENUES
IN THE HEART OF THE DELLS

First class accommodations for automobile parties.

M. A. SCHUYLER, Prop.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 283.)

0.0	0.0	BARABOO , Broadway & 3rd Sts.
		From Court House (on right) go north 2 blocks.
0.2	0.2	Sixth St. ; church on farther right: turn left
0.5	0.3	End of street; turn right, taking next left with main travel. Take care not to pass
1.3	0.8	Right-hand road; turn right, going almost straight north
3.8	2.5	Left-hand road; turn left.
4.5	0.7	End of road; turn right for 5 miles.
9.5	5.0	3-corners; bear left, avoiding right-hand road (10.0 m).
10.4	0.9	DELTON , center of town. Jog left 1 block and then right.
10.7	0.3	Turn right, continuing straight north with main travel.
13.4	2.7	Just after running along river, bear right into road from left.
13.7	0.3	Irregular 4-corners; turn right across bridge over Wisconsin River, keeping straight ahead to center of
14.1	0.4	KILBOURN .
		Oak Villa, Oak St. & Wisconsin Ave.

Route 135R—Kilbourn to Baraboo, Wis.—14.1 m.

Route map, page 281

Reverse route, No. 135

This route has been materially improved within the last year and we understand that the whole 14 miles are practically all macadam or gravel.

MILEAGES
Total Intermediate

0.0	0.0	KILBOURN . From center of city go west on Main St., curving slightly right downgrade across iron bridge over Wisconsin River.
0.4	0.4	Just after leaving bridge keep left at 4-corners.
0.7	0.3	Fork; bear left along river.
1.2	0.5	Fork; bear right, following main travel.
2.5	1.3	Fork; bear right, following rather winding but direct
3.4	0.9	DELTON . Turn left to center of town, jog left 1 block and then right.
4.1	0.7	Fork at top of grade; keep right, following direct road, curving right with same (4.6 m), running straight south
9.6	5.5	Left-hand road; turn left, following macadam.
10.3	0.7	End of road; turn right.
12.8	2.5	End of road; turn left for little over 1/2 mile.
13.5	0.7	Turn right with main travel, taking next left past school (on right) after turn.
13.9	0.4	Broadway ; church on farther left; turn right to
14.1	0.2	BARABOO , Broadway & 3rd Sts.

The Wellington, Broadway & Fourth St.

Prothero & McGinnis Garage, 215 3d Ave., Stock Michelin Tires.

For Madison, see Route No. 185. For La Crosse, see Route No. 134.

FOND DU LAC-OSHKOSH SECTION

ROUTES 136 TO 150.

Points of Interest—Oshkosh, located on the western shore of Lake Winnebago, is one of the most thriving manufacturing cities in the whole state and is said to be the center of the sash and door business of this country, the Payne Lumber Company having one of the largest factories of its kind in the world. A great deal of Indian lore is connected with the vicinity, as the home camp of Chief Oshkosh of the Winnebagoes was located on the shores of the lake between Oshkosh and Fond du Lac. The Inland Lake Yachting Club annually hold their regatta on Lake Winnebago. Those who have time will find it well worth while to make the circuit of this beautiful body of water, the east shore, in particular, offering one of the finest drives in all Wisconsin, as it is over a beautiful road just high enough above the lake to afford excellent views.

Route 136—Fond du Lac to Milwaukee, Wis.—62.0 m.

Route map, page 281

Reverse route, No. 113

This is the most direct route between these two points. With the exception of some rather rough stretches the first few miles on fine gravel roads practically all the way over rolling country through Theresa and Menomonee Falls.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 301.)

0.0 0.0 **FOND DU LAC**, Main & 4th Sts.

From Court House (on right) go south on Main St. (trolley leaves to the left 0.8 m), go under RR. (1.3 m), curving slightly right and left just beyond at watering trough, running up long grade (5.0 m), straight across RR. at **Byron** (8.4 m), through **Lomira** (12.6 m), straight through 4-corners at cheese factory (on right—16.2 m) into center of

17.4 17.4 **THERESA.**

(Route 138 for Oconomowoc leaves to the right.)

Keep straight ahead upgrade through town.

18.0 0.6 Fork; bear left, follow main travel on winding but direct road over rolling country, avoiding road to the left (19.9 m), straight through numerous diagonal cross-roads, running downgrade through **Addison** (25.2 m) to small town of

29.5 11.5 **ST. LAWRENCE**—Post Office on left. Keep straight ahead through diagonal 4-corners, avoiding road on right (30.7 m), crossing RR. (32.5 m) to center of

32.9 3.4 **SCHLEISINGERVILLE.** Keep straight ahead through town, passing brick church and school (on left—33.0 m); follow main telephone line through prominent cross-road (33.9 m), crossing 2 RRs. (35.1 m), running down long grade (36.5 m), cross RR. (37.1 m), through 2 diagonal cross-roads (39.4 m), jogging right and left across RR. (39.9 m), through **Richfield** (40.1 m); bear slightly right through 4-corners (40.5 m).

A. N. MERRITT, Pres.
D. C. SARGENT, Mgr.

Per Day { A. P.—\$2.00, \$2.50, \$3.00
E. P.—75c, \$1.00, \$1.50

THE PALMER, FOND DU LAC, WISCONSIN

New Management—WISCONSIN HOTEL CO., Props.

We do not raise our rates to tourists. Every room has Steam Heat. Hot and Cold Water. Tungsten Electric Lights and Telephone.

Crescent Motor Co. 56-60 North Main Street **GARAGE, -:- -:- FOND DU LAC, WISCONSIN**



Fireproof Construction Throughout

New Building

New Equipment

Special Attention to Tourists

First Class Repair and Machine Shop

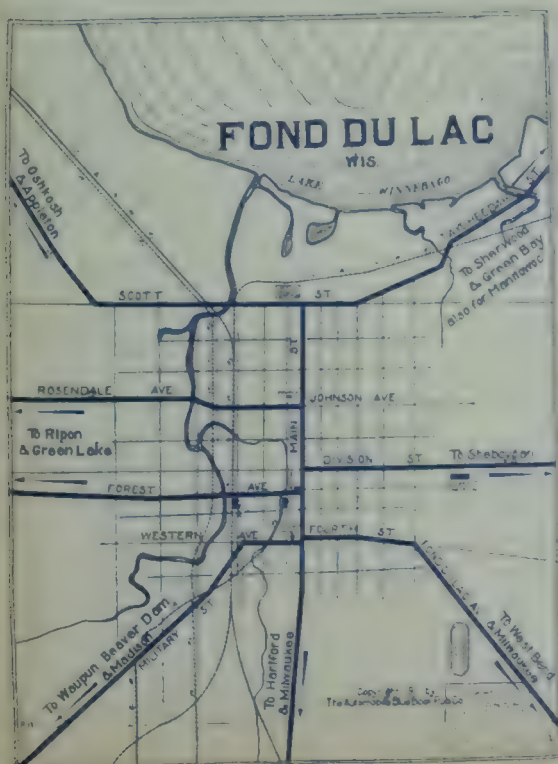
Complete Line of Accessories

Phone 92

E. W. CLARK MOTOR CO.

FOND DU LAC, WISCONSIN

Garage, 40-42 East First St.—General Repairing, Steam Vulcanizing



Route 138

Fond du Lac-Oshkosh Section

- 42.8 9.9 **Meeker.** Just after meeting good road from the right, turn right down steep grade, curving left across valley, running upgrade through 4-corners (43.9 m), follow main telephone poles across RR. (46.6 m) to center of
- 46.9 4.1 **MENOMONEE FALLS**—diagonal 4-corners.
Road on left also leads into Milwaukee, but in fall of 1910 road straight ahead was in much better shape.
Keep straight ahead out of town through all cross-roads, following good gravel through Fussville (50.0 m), through diagonal cross-roads (51.3 m), running under RR. (52.3 m). Road is practically straight ahead, becoming Lisbon Ave., meeting trolley from the right (58.1 m); follow same short distance only to
- 58.4 11.5 Where trolley bears left with Lisbon Ave.; keep straight ahead on Sarnow Place.
- 58.6 0.2 **35th St.**; turn right, meeting trolley again; keep straight ahead, crossing RR. (59.0 m).
- 59.6 1.0 **Grand Ave.**—wide asphalt pavement; turn left, going straight ahead to center of
- 62.0 2.4 **MILWAUKEE**, Grand Ave. bridge.

College Inn, Grand Ave.

Maryland Hotel, 137 Fourth St.

Plankinton Hotel, Grand Ave.

Rambler Garage Co., 455 Broadway.

For city map, see page 238. For diverging routes, see **Index map**, page 236.

For through connections, see **Graphic Trunk-line Chart**, inside front cover.

Route 138—Fond du Lac to Lake Geneva, Wis.—94.7 m.

Route map, page 323

Reverse route, No. 119

Via Mayville and Oconomowoc. With the exception of about a mile or two between Mayville and Oconomowoc this is practically all gravel.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 301.)

0.0 0.0 **FOND DU LAC**, Main & 4th Sts.

- From Court House (on right) go straight south on Main St., trolley leaves to the left (0.7 m); just after running under RR. (1.3 m), curve slightly right and left with road at watering trough. **Caution** for rough spots on long upgrade (5.0 m), straight across RR. at **Byron Station** (8.4 m) through edge of Loraine (12.3 m).
- 17.3 17.3 **THERESA.** Do not cross iron bridge but turn right, following single arm telephone line upgrade; keep straight ahead past brick church (18.8 m). **Caution** for short very steep upgrade (20.5 m).
- 21.0 3.7 Left-hand road; turn left with main travel, curving right with road upgrade (21.6 m).
- 22.6 1.6 At wagon shop (on right) turn right, crossing iron bridge to center of

10

THERE are many interesting and practical ways of testing the efficiency and performance of your car by means of the Warner Auto-Meter "The Aristocrat of Speed Indicators." Big repair expense is saved this way. Let us explain.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

- 22.7 0.1 **MAYVILLE.** Iron watering trough on left.
Turn left, going straight out of town along river (on left), running along RR. (on right—24.8 m).
- 26.3 3.6 End of road immediately after passing lime kilns on left; turn right across RR. and immediately left.
- 26.5 0.2 Left-hand road; turn left with main travel, curving right with road into
- 27.9 1.4 **IRON MOUNTAIN.** Straight through small town, curving left across RR. (28.0 m), running upgrade.
- 28.3 0.4 3-corners; bear right direct to
- 29.6 1.3 **IRON RIDGE.** Straight through, turning left with street (29.8 m) for 1 block.
- 29.9 0.3 At church on farther right where road goes upgrade, turn right, crossing RR. (30.0 m).
- 30.6 0.7 Jog left and immediately right across tracks, recrossing same (31.3 m), passing **Wodland Station** (on left); keep straight south over about 2 miles of dirt road, meeting good gravel again, pass cemetery (on left—33.4 m).
- 35.7 5.1 End of road; grist mill straight ahead; turn left across iron bridge and immediately right, avoiding good road (on right—36.1 m), continue straight south, running up long grade (38.2 m), pass school and church (on right—40.8 m), curving right with road just beyond.
- 41.0 5.3 4-corners; turn left, straight through small town of **Ashippun** (41.7 m), past school (on right—45.1 m).
- 45.4 4.4 Fork; bear left, crossing iron bridge in Monterey (45.6 m), curving left upgrade just beyond, straight ahead, same thorofare becoming N. Main St., which follow to center of
- 49.8 4.4 **OCONOMOWOC**, Milwaukee & Main Sts.
Draper Hall, North Main St.
(For diverging routes, see **Index map**, page 264.)
Straight through on Main St.
- 50.0 0.2 Immediately after crossing RR., bear left, passing station (on left) to second right-hand street.
- 50.1 0.1 **Silver Lake Ave.**; turn right, going straight out of town, cross trolley at **Silver Lake Station** (51.8 m).
- 51.9 1.8 End of road; lake straight ahead; turn left, following direct road.
- 52.7 0.8 At Silver Lake Creamery (on right), turn right, passing school (on left—53.7 m).
- 56.3 3.6 End of road at irregular 3-corners; turn left to first
- 56.6 0.3 Right-hand road; turn right into
- 57.3 0.7 **DOUSMAN.** Straight through across RR. to first
- 57.5 0.2 4-corners; turn left.
- 58.1 0.6 End of road; turn right.
- 59.9 1.8 Fork just after passing old town hall; bear right, following rather narrow road but good surface, running along RR. (62.8 m).
- 63.3 3.4 End of road; RR. on right; turn left, following direct road winding through woods.

Route 138

Fond du Lac-Oshkosh Section

- 64.7 1.4 Fork; bear right with main travel.
- 66.1 1.4 Fork; bear left. **Caution** for winding upgrade (66.6 m), straight through 4-corners (67.7 m), avoiding right-hand road just beyond, crossing RR. into
- 67.8 1.7 **EAGLE.** Small triangular park on left.
See Note A for option to Lake Geneva via E. Troy.
Bear right upgrade, avoiding right-hand road across RR., curving left around school (67.9 m), straight south
- 69.5 1.7 End of road; turn right, passing school (on right—69.8 m).
- 70.4 0.9 Fork; bear left with telephone poles through 4-corners at **Little Prairie** (72.5 m).
- 73.5 3.1 Left-hand branch road; bear left.
- 75.3 1.8 End of road; jog right and almost immediately bear left on angling road.
- 76.0 0.7 4-corners on hillside; turn left on direct road to
- 78.0 2.0 **LAUDERDALE LAKES.** The **Sterlingworth** on right.
Bear left upgrade to first
- 78.3 0.3 3-corners; bear right with main travel.
- 79.8 1.5 End of road; church on right; turn right for 1½ mile.
- 80.3 0.5 Left-hand road; turn left.
- 81.0 0.7 Turn right with road and take first left, continuing straight south, curving left into good road from right (83.5 m), turning right with road (84.5 m).
- 84.7 3.7 Left-hand road; turn left with main travel, taking next right direct to center of
- 85.4 0.7 **ELKHORN.** Court House on right.
For diverging routes, see **Index map**, page 264.
Straight ahead for 1 long block past Court House.
- 85.6 0.2 Church on right; turn left, crossing RR. (85.9 m).
- 86.5 0.9 Fork; bear right, leaving telephone poles, keeping right with road just beyond, cross RR. (87.3 m).
- 88.5 2.0 Fork; bear left, passing school (on left), curving right across small iron bridge (88.8 m), straight through diagonal cross-roads (89.4 m), avoiding road to the left (91.0 m), continuing with main travel on direct road, curving left away from RR. (93.8 m).
- 94.0 5.5 4-corners; turn right with main travel, bearing left at station.
- 94.3 0.3 Turn right across tracks direct to center of
- 94.7 0.4 **LAKE GENEVA,** Main & Broad Sts.

For diverging routes, see **Index map**, page 264.

Note (a)—Eagle to Lake Geneva via E. Troy. From small park in **Eagle** bear slightly right upgrade turning left in middle of grade, pass blacksmith shop on right after turn, keeping ahead to end of road (1.5 m), where turn right for short distance, taking first left to end of road (3.1 m); turn left, road is winding and rolling but direct with main travel across RR. (5.2 m) through **Troy Center** (5.8 m) to end of road (6.8 m) here turn left for almost 3 miles to 4-corners (9.7 m) where turn right to park at center of **E. Troy** (10.2 m). From here, see Route 111 for directions to Lake Geneva, 23.9 miles from Eagle.

Route 139—Fond du Lac to Madison, Wis.—74.2 m.

Route map, page 323

Reverse route, No. 133A

Via Waupun and Beaver Dam. Mostly fairly good gravel, although one or two stretches of dirt will be encountered only bad after heavy rains.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 301.)

0.0 0.0 **FOND DU LAC**, Main St. & Western Ave.

From Court House (on right) go west on Western Ave., crossing bridge (0.2 m).

1.3 1.3 5-corners; bear left on middle road, crossing RRs. (1.4 m & 1.5 m).

1.6 0.3 Immediately after crossing RR., avoid left-hand road and just beyond avoid right-hand road, passing brick school-house; cross RRs. (1.7 m & 2.1 m), following main telephone poles all the way. Pass asylum buildings (on left—2.9 m).

4.1 2.5 Bear right with one line of poles, passing church and school (4.6 m).

5.0 0.9 Fork; signboard on right; bear right, leaving telephone poles, passing "Four-Mile House" (on right); run straight through small settlement at **Seven Mile Creek** (8.1 m), avoiding right-hand road just beyond.

8.7 3.7 Fork; school in angle; bear left, avoiding left-hand road (9.5 m); keep straight ahead on direct road, curving left and right with same (18.3 m) onto Fond Du Lac St.

18.8 10.1 Avoid left-hand street, keep straight to

19.1 0.3 **Main St.**; turn right, center of

19.2 0.1 **WAUPUN**, Main & Mill Sts.

For complete running directions rest of the way to **Madison**, see **Route No. 145**.

Route 140—Fond du Lac to Sheboygan, Wis.—40.8 m.

Route map, page 323

Reverse route, No. 115

Via Plymouth. On good gravel roads practically all the way over rolling country, with one or two quite long grades.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 301.)

0.0 0.0 **FOND DU LAC**, Main & 4th Sts.

From Court House (on left) go north with trolley on Main St.

0.4 0.4 **Division St.**; turn right, leaving trolley, straight ahead out of city, turning left with road (2.2 m) to first

2.5 2.1 Right-hand road; turn right with main travel and telephone poles. **Caution** for long upgrade (4.0 m). (Fine views of valley in rear from top of hill.)

5.9 3.4 **Caution** for sharp left turn, following main travel.

6.4 0.5 3-corners; bear right, taking care not to pass

8.3 1.9 Right-hand road; turn right, passing school (on right—8.5 m), go straight ahead through all cross-roads, over rolling country.

17.9 9.6 3-corners; school straight ahead; bear left with telephone poles up long winding grade; road is direct.

20.2 2.3 **GREENBUSH**. Post Office on right. Straight through town.

Route 141**Fond du Lac-Oshkosh Section**

- 20.5 0.3 Fork; bear left with main travel and poles. **Caution** for narrow winding road upgrade over ridge (21.6 m), running downgrade off of ridge; continue on direct road.
- 26.0 5.5 Where trolley comes in (on left) bear right 1 block on Plymouth St., taking next left downgrade past church; cross RR., turning right to Main St. in
- 26.6 0.6 **PLYMOUTH.** Turn left on Main St.
- 26.8 0.2 **Eastern Ave.**; bear right across concrete bridge, going straight ahead out of town; follow direct road over rolling country through all cross-roads, meeting trolley from the right (32.0 m); follow same through **Pine Grove** (33.5 m).
- 34.1 7.3 Right-hand branch road; bear right downgrade, leaving trolley, crossing iron bridge (34.7 m), curving right to
- 35.0 0.9 **SHEBOYGAN FALLS.** Do not cross RR., turn left, crossing iron bridge and tracks short distance beyond, following telephone poles on direct road winding upgrade (36.5 m), curving right and left across iron bridge (38.3 m); cross bridge over RR. (39.3 m) and RR. 39.7 m).
- 40.1 5.1 **Eighth St.**; turn left across RR., following trolley straight ahead to park at center of
- 40.8 0.7 **SHEBOYGAN**, 8th & Erie Sts.

Foeste Hotel Co., On the left.

For diverging routes, see **Index map**, page 323.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 141—Fond du Lac to Green Bay, Wis.—63.0 m.

Route map, page 323

Reverse route, No. 163

Via east side of Lake Winnebago. On good gravel roads practically all the way with the exception of a few miles between Sherwood and E. Wrightstown, offering one of the most picturesque rides in the whole state, as the road along Lake Winnebago is high above lake shore, offering exceptionally fine views.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 301.)

0.0 0.0 **FOND DU LAC**, Main & 4th Sts.

From Court House (on left) go north with trolley on Main St.

- 1.2 1.2 Baseball park over to the left; turn right on Scott St., straight out of city along shore of lake, crossing RR. (2.1 m).
- 2.5 1.3 Toll gate, 5c; straight ahead.
- 3.9 1.4 Fork; roadhouse in angle; keep left.
- 5.2 1.3 Immediately before RR. crossing turn left. Road is practically straight north for almost 26 miles on good gravel over beautiful rolling country, through **Calumetville** (14.2 m), **Brothertown** (16.5 m) and **Stockbridge** (23.5 m). Avoid road to the left (28.6 m), running down long grade into small town of

READ CAREFULLY the article printed on front of Trunk Line Chart, **How to Use the Blue Book.** Great improvements have been made in this edition, and an understanding of the general arrangement of routes and the indexing by maps is essential to the proper use of the Guide.

31.0-25.8 **SHERWOOD.** Hotel on left.

For circuit of lake trips, see Route 150b, which leaves to the left at this point.

Keep straight ahead for **Green Bay.**

32.5 1.5 Fork; bear right, leaving telephone poles, follow direct road through all cross-roads (road a little sandy in spots), crossing RR. (36.3 m), through 4-corners (36.9 m).

40.4 7.9 Diagonal cross-road; school and cheese factory over to left; bear slightly right into road from Kaukauna, running downgrade (43.7 m) into

43.9 3.5 **E. WRIGHTSTOWN.** Saloon on right. Turn right upgrade, passing church (on left—44.1 m).

44.5 0.6 Fork; bear left with poles and main travel, avoiding road to the right (44.8 m); follow direct road almost straight across RR. (47.6 m).

47.8 3.3 **GREENLEAF.** Just after passing Post Office (on left) turn left around saloon, crossing another RR. (48.0 m); go straight north with telephone poles on direct road, crossing RR. (48.9 m).

53.8 6.0 Fork; bear left with poles, using **caution** for narrow winding road with short, sharp grades, running along close to river; cross RR. (57.2 m) to center of

57.4 3.6 **DE PERE.** Keep straight ahead out of town; cross RR. (59.3 m), running under RR. (61.1 m) onto asphalt pavement just beyond.

61.7 4.3 Turn left 1 block, following asphalt, then right on Madison St.

62.7 1.0 **Main St.;** turn left, center of

63.0 0.3 **GREEN BAY,** Main & Washington Sts.

Lucia Bros. Motor Co., 218 N. Adams St.

Green Bay Motor Car Co., Stock Michelin Tires.

For city map, see page 324. For diverging routes, see **Index map**, page 323.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 142A—Fond du Lac to Oshkosh, Wis.—19.0 m.

Route map, page 323

Reverse route, No. 143A

Via lake shore most of the way. On good gravel.

We believe that this route is much better than the old route via Dan Dyne, although the latter is given in Route 142b.

MILEAGES (For this and optional exits, see city map, page 301.)
Total Intermediate

0.0 0.0 **FOND DU LAC,** Main & 4th Sts.

From Court House go straight north with trolley on Main St.

1.2 1.2 **Scott St.;** baseball grounds over to left; turn left with trolley on rather poor street, crossing RRs. (1.6 m & 1.8 m). Trolley leaves to the right (2.2 m).

2.4 1.2 Bear right with double line of telephone poles, crossing RR. (2.6 m).

2.9 0.5 Fork; roadhouse in angle; bear right, crossing trolley (3.1 m), following direct road across numerous RR. crossings (3.3 m).

5.5 2.6 Bear slightly right along shore of lake on fine gravel road, avoiding road to the right (12.0 m).

Oshkosh Motor Car Co.

Distributors of Cadillac Automobiles



Public Service
Garage

Anything you
may need—
Open Day and
Night

51-55 Jefferson Ave., Oshkosh, Wis.

Two blocks from the Best Hotel

EXPERT TIRE REPAIRING

All Work Guaranteed—Tourist Trade Solicited

GOULD THE OSHKOSH TIRE SHOP

Phone 3000 200 Main Street, OSHKOSH, WIS.

- 12.8 7.3 3-corners just after passing church and cemetery (on right); bear left, meeting road from **Van Dyne** (14.4 m); follow direct road, meeting trolley from the right (15.9 m), cross trolley and RR. (17.3 m); keep straight ahead where trolley leaves to the left (17.9 m).
- 18.2 5.4 End of road; jog right and next left, meeting trolley again; keep straight ahead on Main St., cross RR. and iron bridge to center of
- 19.0 0.8 **OSHKOSH**, Main & High Sts.

Oshkosh Motor Car Co., 51 Jefferson Ave.

Oshkosh Tire Shop, 200 Main St.

For city map, see page 301. For diverging routes, see **Index map**, page 323.

Route 142B—Fond du Lac to Oshkosh, Wis.—18.9 m.

Route map, page 323

Reverse route, No. 143B

Via Van Dyne. On good gravel roads practically all the way, but we do not believe is as satisfactory a route as that following the lake shore.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 301.)

0.0 0.0 **FOND DU LAC**, Main & 4th Sts.

From Court House (on left) go north on Main St.

1.2 1.2 **Scott St.**; baseball grounds over to left; turn left with trolley on rather poor street, crossing RRs. (1.6 m & 1.8 m). Trolley leaves to the right (2.2 m).

2.4 1.2 Bear right with double line of telephone poles, crossing RR. (2.6 m).

2.9 0.5 Fork; roadhouse in angle; bear left.

3.6 0.7 Bear left with main travel where school may be seen

Fond du Lac-Oshkosh Section**Route 143-A**

ahead (on right); meeting heavy telephone line from the right, follow same.

- 4.9 1.3 Fork; bear right with poles, go straight ahead through all cross-roads, curving left and right across 2 RRs. and trolley (9.2 m) to center of
- 9.4 4.5 **VAN DYNE.** Straight through town, following telephone poles.
- 11.7 2.3 End of road; church ahead on right; turn right, still with poles, meeting lake shore route from the right (14.2 m); follow main travel, meeting trolley from the right (15.6 m); cross high-speed trolley and RR. (17.0 m), keeping straight ahead (18.0 m).
- 18.0 6.3 End of road; jog right and next left, meeting trolley; keep straight ahead on Main St., crossing RR. and long iron bridge to center of
- 18.9 0.9 **OSHKOSH, Main & High Sts.**

Oshkosh Motor Car Co., 51 Jefferson Ave.

Oshkosh Tire Shop, 200 Main St.

For city map, see page 301. For diverging routes, see **Index map**, page 323.

Route 143A—Oshkosh to Fond du Lac, Wis.—19.0 m.

Route map, page 323

Reverse route, No. 142a

Via lake shore route. On good gravel all the way.

We believe this route to be much more satisfactory than the better-known way through Van Dyne, although this is also given in Route 143b.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 301.)

- 0.0 0.0 **OSHKOSH, Main & High Sts.**

Go straight south on Main St., crossing iron bridge and RR., following trolley over stretch of cedar-block pavement.

- 0.9 0.9 Where trolley keeps straight ahead on 4th St., turn right short distance and then left, meet trolley from the right (1.2 m), cross RR. and high-speed trolley (1.8 m). Local trolley leaves to the left at amusement park (3.2 m), follow main travel with telephone poles.
- 4.7 3.8 Fork; keep slightly left, leaving telephone line (road to the right is route via **Van Dyne**), shortly running along shore of lake.
- 6.2 1.5 3-corners; bear right with main travel past church.
- 7.3 1.1 Fork; bear left, keep straight ahead through all intersecting roads.
- 13.6 6.3 Fork; bear left, leaving telephone poles, cross number of RRs. (15.8 m) and trolley (16.0 m), running into road from **Van Dyne** (16.2 m), cross RR. (16.3 m).
- 16.7 3.1 End of road; turn left with double line of telephone poles, meeting trolley from the left just beyond, going over rather rough street across RRs. (17.3 m & 17.5 m).
- 17.8 1.1 At farther side of baseball park turn right on main street, with asphalt and trolley, direct to Court House.
- 19.0 1.2 **FOND DU LAC, Main & 4th Sts.**

The Palmer House, N. Main St.

Clark Motor Co., 40 E. First St.

Crescent Motor Co., 56 N. Main St.

For city map, see page 301. For diverging routes, see **Index map**, page 323.

Routes 143 B & 145

Fond du Lac-Oshkosh Section

Route 143B—Oshkosh to Fond du Lac, Wis.—18.9 m.

Route map, page 323

Reverse route, No. 142B

Via Van Dyne. On gravel roads practically all the way, but not as good condition as the previous route along the lake shore.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 301.)

0.0 0.0 **OSHKOSH**, Main & High Sts.

Go straight south on Main St., crossing iron bridge and RR., following trolley over stretch of cedar-block

0.9 0.9 Where trolley keeps straight ahead on 4th St., turn right short distance and then left; meet trolley from the right (1.2 m), cross RR. and high-speed trolley (1.8 m); local trolley leaves to the left at amusement park (3.2 m), follow main travel with telephone poles.

4.7 3.8 Fork; bear right with heavy telephone line, leaving lake shore route.

7.2 2.5 Left-hand road; churches on left and right; bear left with main travel and poles.

9.5 2.3 **VAN DYNE.** Straight through town, curving right across trolley and 2 RRs., turning left with road just beyond, straight ahead with telephone poles.

14.0 4.5 Bear left with poles.

15.2 1.2 Where poles leave to the left keep straight ahead, curving right just beyond, meeting telephone line again, follow same straight ahead across RR. (16.3 m).

16.6 1.4 End of road; turn left with poles, meeting telephone line, follow same on rather rough street across RRs. (17.1 m & 17.3 m).

17.7 1.1 Just after passing baseball park turn left on Main St., with trolley and asphalt, direct to Court House, center of

18.9 1.2 **FOND DU LAC**, Main & 4th Sts.

The Palmer House, N. Main St.

Crescent Motor Co., 56 N. Main St.

Clark Motor Co., 40 E. First St.

For city map, see page 301. For diverging routes, see Index map, page 323.

Route 145—Oshkosh to Madison, Wis.—95.6 m.

Route map, page 270

Reverse route, No. 133

Via Fisks Corners, Ripon, Brandon, Waupun, Beaver Dam, Columbus and Sun Prairie.

MILEAGES
Total Intermediate

(This route not revised, 1911; in the main correct, but not specific on all points.) (For city map, see page 301.)

0.0 0.0 **OSHKOSH**, High & Main Sts.

Go south on Main St. Cross bridge, thence 7 blocks to 13th St. (9-10 m). Turn right. Keep ahead. Cross RR. (1.2 m). Pass park on right (1.4 m). Road angles left.

Keep ahead to end of road (3.7 m). Turn left. At first road (4.4 m), turn right. At first road on left (5.4 m), angle left. After crossing small bridge (9.6 m), turn left.

9.9 9.9 **FISKS CORNERS.**

Keep ahead on angling road. Cross RR. (11.1 m). At forks (11.7 m), keep left. At end of road (11.8 m), keep left. Cross RR. (13.0 m); again cross RR. at

14.0 4.1 **PICKETTS CORNERS.**

Keep left. Cross RR. (14.3 m). Cross RR. (15 m).

Road branches left (17.7 m). Keep ahead. Road branches right (18.1 m). Keep ahead. At forks (18.8 m), keep ahead to left.

At forks (Kelloggs Corners—20.6 m), turn left 1 long block. Turn right. Keep straight ahead. Cross RR. (21.2 m). Cross RR. at depot (21.5 m), angling left to

21.6 7.6 **RIPON.** Public Square.

From south end of Public Square, go straight south on Watson St. 2 blocks. Turn left on diagonal street (East Fond du Lac St.). Cross RR. at depot, direct to school (23.6 m). Turn right. Straight south, crossing RR. at

27.1 5.5 **METOMEN STATION.**

Keep straight ahead. Cross RR. (30.2 m). After crossing RR. go (3-10 m) to first cross-road—cheese factory on left (30.5 m). Turn left; keep straight ahead to

31.7 4.6 **BRANDON.**

Keep ahead. At church on right, after passing stores, turn right 1 block. Turn left 1 block. Turn right on diagonal road (32.1 m). Cross RR. (32.7 m). Keep straight ahead to end of road (39.1 m). Turn left. Keep ahead to Main St.

40.6 8.9 **WAUPUN.**

Before crossing RR. at machine works, red building on left (northwest corner), frame building used for offices opposite (northeast corner), turn right, south (40.6 m). Road angles right. Keep straight ahead, southwest.

Road is direct. Cross RR. at Beaver Dam Junction (53.9 m). Keep ahead on main-traveled road, to fire engine house and police station on corner, center of

55.1 14.5 **BEAVER DAM.**

Go 1 block past engine house; turn right 1 block. Turn left $\frac{1}{2}$ block. Ahead on diagonal road (southwest).

At end of road (66.1 m), jog left. Keep ahead. Cross bridge and RR. Angle right (67.3 m). Keep ahead

67.5 12.4 **COLUMBUS.** Straight through.

Follow telegraph poles to (74.4 m) where road forks and poles leave road; keep straight ahead. At end of road (78.5 m), turn left. Where road ascends at second road on right, turn right (79.9 m). Keep ahead on angling road, passing stone tower, and straight ahead to red brick store buildings on Main St., center of

83.1 15.6 **SUN PRAIRIE.**

Turn right, keeping straight ahead. Road bears left (84.1 m). At forks on outskirts of Madison, bear left on Winnebago St. Keep ahead, cross bridge and cross RRs. Bear right past depot, following trolley to State Capitol

95.6 12.5 **MADISON.**

Capital House, King St.

Hokanson Auto Co., Doty St., Stock Michelin Tires.

Pregler Auto Garage, 323 W. Johnson St., Stock Michelin Tires.

For city map, see page 283. For diverging routes, see Index map, page 281.

Route 147—Oshkosh to Green Bay, Wis.—54.8 m.

Route map, page 323

Reverse route, No. 164

Via Neenah, Appleton and Kaukauna. Over good gravel or stone roads practically all the way, although a few stretches of sandy dirt will be found between Kaukauna and Wrightstown.

Descriptive Outline—Running north from the city route is quite direct through Neenah and Menasha, both of which have a great deal of Indian tradition surrounding them. **Appleton** is not only a thriving manufacturing city, with some of the largest paper mills in the country, but is said to be one of the first cities in the world to have an electric railway and use electricity for lighting purposes. In addition to this Lawrence College, one of the largest in the state, is located on College Ave. Continuing north, where route follows very closely the course of the Fox River, some fine views are offered at different places, particularly just south of DePere.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 301.)

- | | | |
|------|-----|---|
| 0.0 | 0.0 | OSHKOSH , Main & High Sts. |
| | | Go north on Main St., following trolley across RR. (1.1 m). |
| 1.6 | 1.6 | At Fair Grounds ahead (on left) turn left with trolley. |
| 1.8 | 0.2 | End of street; turn right around Fair Grounds, going straight north for over 9 miles with trolley most of the way, crossing RR. (2.8 m). Trolley leaves to the right (9.7 m); keep straight ahead 1 mile. |
| 10.7 | 8.9 | 4-corners; school on right. - |
| | | Route 148 to Stevens Point goes straight ahead. |
| | | Turn right, curving left with main travel (11.1 m), meeting trolley from the right (12.9 m); follow same, bearing right (13.6 m), cross RR. (14.7 m). |
| 15.0 | 4.3 | End of street; turn right with trolley to center of |
| 15.1 | 0.1 | NEENAH . First National Bank on farther left. |
| | | Turn left, meeting another line of trolleys; follow same straight ahead across a number of bridges and RRs. |
| 16.1 | 1.0 | Just after crossing iron drawbridge turn right with trolleys, direct into center of |
| 16.3 | 0.2 | MENASHA . Straight ahead with trolley, bearing left with same along bank of river on concrete street. |
| 16.6 | 0.3 | At school (on left) turn right with trolley. |
| 17.0 | 0.4 | At RR. crossing where trolley goes straight ahead, turn left, crossing 2 RRs. (17.1 m). |
| 17.3 | 0.3 | Right-hand road; dirt straight ahead; bear right on good gravel, following direct road. |
| 20.6 | 3.3 | End of road; turn left, meeting trolley. Caution for rather sharp winding downgrade (21.0 m), crossing iron bridge, 2 RRs. and another iron bridge and RR., curving left and right up winding grade. |

Authorized by
PACKARD
Motor Car Co.
of Detroit

Packard
OILS

Manufactured only by
Wolverine Lubricants
Co., 80 Broad Street,
New York.



Walter Auto Co.

FIREPROOF GARAGE

Mechanical Repairs
Full Line of Supplies
Storage
First-class Livery

Appleton, Wis.

- 21.7 1.1 End of street at top of hill; turn right and almost immediately left with trolley to center of
- 21.8 0.1 **APPLETON**, College Ave. & Oneida St.
Walter Auto Co., 687 College Ave.
Turn right on College Ave.
- 22.2 0.4 Just after passing College Buildings (on right) turn right and 1 block beyond; avoid steep downgrade, keeping slightly left at fork, turning left with street down long grade across RR. and 2 bridges, running under RR. (22.7 m) and upgrade just beyond. **Take care not to pass**
- 23.0 0.8 Just before reaching top of hill, turn left, following cinder road.
- 23.3 0.3 End of road; turn right with main travel, crossing RRs. (23.4 m & 25.4 m), still on cinder road.
- 26.3 3.0 End of road, middle of downgrade; bear left, crossing RR. and 2 iron bridges (26.6 m); running off of bridge, curve slightly right and left across trolley into center of
- 26.9 0.6 **LITTLE CHUTE**. Turn square right, going straight ahead on good gravel, passing **Kaukauna Station** (on left—29.0 m), direct to end of street, center of
- 29.4 2.5 **KAUKAUNA**. School on left. Turn left with trolley.
- 29.9 0.5 Immediately after crossing RR., bear right on cinder road, leaving trolley.
- 30.1 0.2 Poor road straight ahead; bear left with main travel, shortly running onto sandy stretch; keep straight ahead with poles.
- 32.4 2.3 **Caution** for left curve across trolley and RR., turning right immediately beyond with telephone poles.
- 32.7 0.3 Turn left, recrossing RR. and trolley, running onto good dirt road; follow trolleys direct to center of
- 35.3 2.6 **WRIGHTSTOWN**. At trolley station (on left) turn right, leaving trolley, curving left downgrade.
- 35.6 0.3 At foot of hill turn sharp right across long iron bridge to prominent 4-corners in
- 35.8 0.2 **E. WRIGHTSTOWN**. Saloon on farther right.
Route No. 141 comes in on right from Fond du Lac.
Keep straight ahead, curving left upgrade, passing church (on left—35.9 m).
- 36.3 0.5 Fork; bear left with telephone poles, avoiding road to

Route 148

Fond du Lac-Oshkosh Section

- the right (36.6 m), keeping direct road across RR. (39.4 m).
- 39.6 3.3 **GREENLEAF.** Just after passing Post Office (on left) turn left, crossing RR. (39.8 m); keep straight ahead on direct road, curving left and right across RR. (40.7 m), through all cross-roads.
- 45.6 6.0 Fork; bear left with poles. **Caution** for narrow winding road in spots with short, sharp grades, running along river (on left); cross RR. (49.0 m) into center of
- 49.2 3.6 **DE PERE.** Keep straight ahead through town, crossing RR. (51.1 m), running under RR. (52.9 m).
- 53.7 4.5 Turn left 1 block, following asphalt, turning right with same on Madison St.
- 54.5 0.8 **Main St.**; turn left to center of
- 54.8 0.3 **GREEN BAY**, Main & Washington Sts.

Lucia Bros. Motor Co., 218 N. Adams St.

Green Bay Motor Car Co., Stock Michelin Tires.

For city map, see page 324. For diverging routes, see **Index map**, page 323.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 148—Oshkosh to Stevens Point, Wis.—79.1 m.

Route map, page 366

Reverse route, No. 176

Via Dale, Fremont and Waupaca. First part to Fremont over excellent gravel roads, remainder of the way being some gravel but largely a mixture of natural dirt with sandy spots, the worst stretches encountered being between Amherst and Stevens Point.

MILEAGES (For this and optional exits, see city map, page 301.)

Total Intermediate

- 0.0 0.0 **OSHKOSH**, Main & High Sts.
Go north on Main St., with trolley across RR. (1.0 m) to
- 1.6 1.6 At baseball park on farther left, turn left with trolley.
- 1.9 0.3 At farther side of baseball park, turn right with trolley, following same straight north across RR. (2.8 m). Where trolley leaves to the right (9.6 m), keep straight ahead. Route 147 leaves to the right (10.6 m); keep ahead, crossing RR. (13.0 m).
- 15.6 13.7 End of road; turn left to first
- 16.2 0.6 Right-hand road; turn right for 2 miles.
- 18.2 2.0 4-corners; blacksmith shop on right; turn left, passing creamery (on right) after turn. Go practically straight ahead over rolling country on fine road, curving right and left with road (20.9 m), crossing RR. (21.8 m), straight through Medina (22.2 m) into
- 24.2 6.0 **DALE.** Straight ahead across RR. through numerous good cross-roads to
- 28.6 4.4 **REDFIELD**, 5-corners. Blacksmith shop straight ahead. Bear left with main travel. **Caution** for winding down-grade (29.2 m), continuing on direct road, crossing long iron bridge at
- 33.4 4.8 **FREMONT.** Immediately beyond bridge turn right, jogging right and left with road (34.1 m), passing lake over to right.
- 35.4 2.0 3-corners—sign in center; bear right, follow newly built-

- up road across marsh, passing between white birch woods (36.0 m).
- 36.7 1.3 4-corners—sign on farther right; turn right, straight north on direct road, running up long grade (39.8 m), straight ahead to Main St. in
- 40.3 3.6 **WEYAUWEGA**—Chronicle office on right. Turn left through center of town, going straight ahead along lake (on right).
- 40.9 0.6 Right-hand branch road—sign “To Waupaca” on farther right; bear right, follow direct road with some sandy spots, avoiding road on the right (43.7 m), curving right with road (46.4 m), running onto macadam; follow same direct to
- 48.4 7.5 End of road; turn left, same thorofare becoming School St.
- 48.9 0.5 At large brick school (on right) bear left into Badger St. for 2 blocks.
- 49.1 0.2 **Main St.**; turn right 2 blocks to Court House, center of
- 49.2 0.1 **WAUPACA**, Main & Fulton Sts.
At farther side of Court House, turn left on Fulton St., following trolleys straight out of town on good gravel.
- 50.8 1.6 4-corners—grocery store on left—trolleys leave to the left; bear right with telephone poles.
- 52.0 1.2 3-corners; bear right with poles, running over rather sandy road short distance, meeting gravel again; keep straight ahead with telephone poles across RR. at **Sheridan Station** (55.7 m), running along RR. (57.7 m); avoid right-hand road (58.0 m), curving left and right over RR. bridge (58.6 m); follow telephone poles direct to
- 61.4 9.4 Right-hand road; turn right with poles under RR. to center of
- 61.7 0.3 **AMHERST**. Straight through town across RR. (61.8 m).
- 62.8 1.1 Fork; bear left with poles.
- 63.4 0.6 Turn left over RR. bridge and immediately right into
- 63.7 0.3 **Amherst Jct.** Straight through town; bearing right with poles at fork (63.9 m), crossing RR. just beyond; follow road almost straight ahead through all cross-roads, with main telephone lines past cemetery (on left—75.1 m), crossing iron bridge at small pond (76.4 m).
- 76.5 2.8 Immediately after crossing RR., bear right with main travel, leaving telephone poles, running onto macadam; cross RR. (78.0 m).
- 78.0 1.5 Fork at concrete watering trough; bear right on Division St., following macadam.
- 78.6 0.6 **Main St.**; turn left to center of
- 79.1 0.5 **STEVENS POINT**—Public Square.

The Sellers Hotel.

For diverging routes, see **Index map**, page 366.

Routes 150 A & 150 B**Fond du Lac-Oshkosh Section****Route 150A—Circuit of Lake Winnebago.**

Route map, page 323

Reverse route No. 150B

Via Oshkosh and west side of lake first, offering an excellent trip around the lake of approximately 77 miles on good gravel practically all the way, although the connection between Menasha and Sherwood was not in excellent shape in the fall of 1909.

MILEAGES
Total Intermediate

0.0 0.0 **FOND DU LAC**, Main & 4th Sts.

Complete running directions on first part of this route, follow Route 142a or 142b to

19.0 19.0 **OSHKOSH**, Main & High Sts.

For complete running directions to Menasha follow Route 147.

35.4 16.4 **MENASHA**. Keep straight through town, following trolley, curving left on concrete street (35.5 m).

35.7 0.3 At school (on left) turn right with trolley, going straight ahead across RR. (36.0 m) and 1 block beyond.

36.1 0.4 Fork; bear left, leaving trolley, crossing RR. (36.2 m) to first

37.0 0.9 Right-hand road; bear right, crossing trolley (37.8 m); keep straight ahead with main travel and telephone poles, through all cross-roads, crossing RR. (44.5 m), to end of road in

45.7 8.7 **SHERWOOD**—hotel on right.

For complete running directions rest of the way to Fond du Lac see Route 163.

Route 150B—Reverse for Circuit of Lake Winnebago.

Route map, page 323

Reverse route, No. 150A

Via east shore of lake first, crossing north end of lake from Sherwood to Menasha. On fine gravel roads particularly to Sherwood, offering an excellent trip of approximately 77 miles.

MILEAGES
Total Intermediate

0.0 0.0 **FOND DU LAC**, Main & 4th Sts.

For complete running directions on first part of this trip follow Route 141 to

31.0 31.0 **SHERWOOD**—hotel on left. Bear left on diagonal road, crossing RR. (32.2 m); follow telephone poles with main travel on fairly good dirt road through all cross-roads, crossing trolley (38.9 m).

39.7 8.7 End of road; turn left, crossing RR. on stone road.

40.6 0.9 Trolley comes in from left; bear right with same across RR. (40.7 m).

41.0 0.4 At school on farther left turn left with trolley, following same into center of

42.3 1.3 **MENASHA**.

For complete running directions rest of the way to Oshkosh and Fond du Lac, follow Route 164 to Oshkosh and Route 163 to Fond du Lac.

Route 156—Manitowoc to Sturgeon Bay, Wis.—63.7 m.

Route map, page 323

Reverse route, No. 158

Via Two Rivers, Kewaunee and Algoma. Following close to shore of Lake Michigan a good share of the way on gravel road with the exception of one or two short stretches.

(City map, page 261.)

MILEAGES
Total Intermediate

0.0 0.0 **MANITOWOC**, Washington & 8th Sts.

From Court House (on left) go north on 8th St., with trolley, crossing RR. and drawbridge (0.3 m), running up long, easy grade.

1.0 1.0 Irregular 4-corners at edge of city; jog slightly left and right, leaving trolley, following telephone poles across RR. (2.1 m).

4.5 3.5 4-corners—blacksmith shop and saloon on right-hand corners; turn right, going straight ahead on gravel road first part of the way, curving right with road onto short sandy stretch.

8.7 4.2 4-corners; turn left on 14th St., meeting trolley from the right (8.9 m).

9.0 0.3 End of street; turn left across iron bridge and RR. on Monroe St.

9.1 0.1 Turn right on 17th St., to center of

9.3 0.2 **TWO RIVERS**, Washington & 17th Sts.

Keep straight ahead on 17th St., across RR. and iron bridge, curving left with street.

9.8 0.5 Turn right with poles and main travel, turning left just beyond.

10.0 0.2 Jog right and next left through irregular 4-corners, following telephone poles straight north for nearly 6 miles.

15.8 5.8 End of road; jog left and next right, still with poles; straight ahead for 4 miles.

20.1 4.3 Prominent 4-corners at 2 creeks—blacksmith shop on farther left; turn right around store, curving left with road (20.7 m).

21.0 0.9 At blacksmith shop (on left)—lake straight ahead—turn left and road is straight north for over 8 miles, with main telephone poles.

29.5 8.5 End of road—school on left; turn right with main travel and poles.

30.2 0.7 4-corners; turn left with one line of telephone poles, following same direct.

32.4 2.2 End of road; turn left.

32.5 0.1 1 block beyond school turn right and next left, down-grade to center of

32.7 0.2 **KEWAUNEE**. Keep straight ahead through town across RR., turning right across long iron bridge, curving left just beyond; cross another RR. (33.6 m). **Caution** for rather steep winding grade going straight north for nearly 5 miles. **Take care not to pass**

38.4 5.7 Right-hand branch road—store in angle; bear right with poles.



THE COVE

2 Miles From
STURGEON BAY, WIS.

Most comfortable accommodations. Cuisine Excellent.
Bathing delightful.
Splendid fishing.

M. E. LAWRENCE, Prop.

- 39.5 1.1 End of road; jog left, take next right just beyond, leaving telephone poles; follow road along top of bluff, straight ahead, although road looks very poor for short distance, curving left downgrade (43.6 m).
- 44.1 4.6 Fork; bear left, passing church (on right) to center of
- 44.4 0.3 **ALGOMA.** Keep straight ahead through town across RR. (44.5 m).
- 44.6 0.2 4-corners just beyond wooden bridge; turn left and follow telephone poles on winding but direct road, rather poor the first mile or two.
- 50.4 5.8 **FORESTVILLE**—bank and hotel on left.
Route No. 166 from Green Bay comes in from the left.
Keep straight ahead through town with poles for nearly 4 miles.
- 54.3 3.9 **MAPLEWOOD**—RR. straight ahead. Turn right around store, passing large Catholic Church and cemetery (54.6 m), turning left just beyond. **Take care not to pass**
- 56.0 1.7 Narrow left-hand road; turn left with poles across RR. (56.2 m).
- 58.0 2.0 End of road—school straight ahead; bear right, keeping right (61.0 m), follow main travel, curving slightly left through 4-corners (62.2 m). Avoid road to the left (62.4 m). **Caution** for very rough downgrade (62.7 m), curving left at bottom into
- 63.0 5.0 **SAWYER.** Straight through, running onto a right-angle shaped long wooden bridge (toll 50c over and return), leaving right straight ahead 1 block to center of
- 63.7 0.7 **STURGEON BAY, St. John & Cedar Sts.**—bank on left.

For The Cove, go east on Cedar St. about 3 blocks to Spruce St., where turn left and go straight ahead, passing school (on right), to end of road (1.6 m), where turn right about $\frac{1}{2}$ mile to school house and turn left $\frac{1}{2}$ mile and then right direct to hotel and cottages.

For diverging routes, see **Index map**, page 323.

THE PUBLISHERS will be glad to receive corrections or suggestions leading to the betterment of succeeding editions. In the back of this volume will be found blank memorandum pages for the purpose of making such notes.

Sturgeon Bay Section

Routes 156 & 156R

Route 156—Sturgeon Bay to Ephraim, Wis.—27.3 m.

Route map, page 323

Reverse route, No. 156R

Via Egg Harbor. First half of the way being nearly all good macadam, the remainder gravelly natural road. We understand that all of this is liable to be a stone road by the summer of 1911.

Points of Interest—This quaint old town, the county seat of Door County, is the northern terminus of railroads on the peninsula, therefore automobilists should take particular delight in the trip to Fish Creek and Ephraim, knowing that the only other means of reaching this section is by boat. A great deal of shipping also passes **Sturgeon Bay**, as it is the main point on the canal connecting Green Bay and Lake Michigan; practically all the lake travel from the south to Green Bay and Menomonee pass this point. Door County is also a great fruit growing section, particularly apples, pears and cherries. The northern part of the peninsula has just been acquired as a state park and already great improvements are being made in the roads in that section. The first 10 miles towards Ephraim is already a fine stone road.

MILEAGES

Total Intermediate

0.0 0.0 **STURGEON BAY**, Cedar & St. John Sts.—bank on southwest corner.

Go west one block on Cedar St., turning right on Garland St., running up long grade, curving left and right at top; follow good macadam over rolling country on direct road. Avoid road to the right (1.4 m).

11.3 11.3 Just after leaving macadam bear left at fork, meeting other road again just beyond; follow main travel through all cross-roads, curving right down rather steep grade (15.4 m).

15.6 4.3 End of road; turn left, continuing downgrade past large stone church (16.0 m) to small town of

16.4 0.8 **EGG HARBOR**. Bear slightly right through town, upgrade, with fine views of Bay (on left). Avoid road to the right (18.1 m), following winding road and main travel. **Caution** for long winding downgrade (22.2 m) into

22.4 6.0 **FISH CREEK**. 1 block before Bay turn right, follow winding road along foot of hill, keeping left at fork with main travel (22.9 m), winding upgrade (23.4 m).

23.5 1.1 4-corners, top of hill—sign "To Bailey's Harbor" on right; **turn left**, curving right just beyond. Keep left at fork with main travel, going straight ahead, winding downgrade through woods (25.8 m), running downgrade close to shore of Bay, curving left to

27.3 3.8 **EPHRAIM**—Post Office on right.

Route 156R—Ephraim to Sturgeon Bay, Wis.—27.3 m.

Route map, page 323

Reverse route, No. 156

Via Egg Harbor. First part being over very rolling country with one or two long hills, on mostly good natural gravel roads. Last 10 miles being macadam. We understand that by the summer of 1911 practically all of this will be improved.

MILEAGES

Total Intermediate

0.0 0.0 **EPHRAIM**. From Post Office go southeast, along shore of Bay, curving right.

0.8 0.8 Fork; bear left with main travel up long grade, shortly winding through woods.

Route 158**Sturgeon Bay Section**

- 1.5 0.7 Fork—log cabin on right; bear right, keeping direct road through all cross-roads.
- 3.7 2.2 Curve right and left with main travel, turning right at 4-corners immediately beyond, running downgrade direct to
- 5.0 1.3 **FISH CREEK.** Turn square left up long winding grade, following direct road with one or two sandy stretches, running downgrade to
- 10.9 5.9 **EGG HARBOR.** At fork keep left on stone road past stone church (11.3 m).
- 11.7 0.8 In middle of grade turn sharp right, continuing upgrade, running onto short stretch of stone road, keeping straight ahead.
- 15.9 4.2 Bear right, avoiding poor road (on left), shortly running onto stone road; follow same direct through all cross-roads, curving left and right (26.7 m), running down long grade on Garland St.
- 27.2 11.3 **Cedar St.;** turn left 1 block to center of
- 27.3 0.1 **STURGEON BAY,** Cedar & St. John Sts.

For **The Cove**, go east on Cedar St. about 3 blocks to Spruce St., where turn left and go straight ahead, passing school (on right), to end of road (1.6 m), where turn right about ½ mile to school house, where turn left ½ mile and then turn right direct to hotel and cottages.

For diverging routes, see **Index map**, page 323.

Route 158—Sturgeon Bay to Manitowoc, Wis.—63.7 m.

Route map, page 323

Reverse route, No. 154

Via Algoma, Kewaunee and Two Rivers. On good gravel road with the exception of one or two short stretches which are not liable to be bad at any time.

MILEAGES

Total Intermediate

- 0.0 0.0 **STURGEON BAY,** Cedar & St. John Sts.—bank on southwest corner.
- Go south, running onto long wooden bridge (toll, 50c, over and return); bridge turns left towards the end to center of
- 0.7 0.7 **Sawyer.** Keep straight ahead 1 block beyond center of town; bear right on middle road up rough grade, passing church (on right); follow telephone poles, bearing right through diagonal cross-roads (1.5 m).
Fork—telephone poles divide; bear left down slight grade.
- 5.7 5.0 Left-hand road—school on right; turn left, leaving what is apparently better road, going straight ahead across RR. (7.5 m).
- 7.7 2.0 End of road; turn right with poles, following direct road, curving right past large Catholic Church (9.0 m) to small town of
- 9.4 1.7 **MAPLEWOOD**—school on farther left. Turn left with poles, going straight south for 4 miles to
- 13.3 3.9 **FORESTVILLE**—bank and hotel on right-hand corners.
Route No. 159 to Green Bay leaves to the right.
Keep straight ahead, keeping left at fork, following

Sturgeon Bay Section

Route 158

telephone poles on direct road, winding in spots, latter part being rather rough.

- 19.1 5.8 4-corners—northern edge of town; turn right, crossing wooden bridge and RR. to center of
- 19.3 0.2 **ALGOMA.** Keep straight ahead through town, curving left and right up rather sharp grade (20.1 m), running along bluff close to lake on rather poor sandy stretch for short distance, curving right away from lake.
- 24.1 4.8 End of road; jog left and next right, meeting telephone line.
- 25.3 1.2 Bear left into road from right, still with poles, going straight south through all cross-roads. **Caution** for winding downgrade (30.0 m), crossing RR. at bottom.
- 30.6 5.3 Turn right with main travel across long iron bridge, bearing left at canning factory, crossing RR. center of
- 31.0 0.4 **KEWAUNEE.** Keep straight ahead, going almost to top of hill, where turn right 1 short block and left past school to first
- 31.3 0.3 Right-hand road—telephone poles divide; turn right with 2-arm poles, following same direct to
- 33.5 2.2 4-corners—poor road ahead; turn right with 2 lines of poles.
- 34.2 0.7 Left-hand road—school on farther left; turn left with main travel, go almost straight south for over 8 miles, passing creamery (on left—39.2 m).
- 42.7 8.5 At blacksmith shop (on right) curve right with main road for almost 1 mile.
- 43.6 0.9 4-corners at two creeks—blacksmith shop on farther right; turn left around store, following poles.
- 47.8 4.2 End of road; jog left short distance, taking next right with poles; continue straight south for nearly 6 miles.
- 53.7 5.9 End of road; jog right and next left with poles, turning right a short distance and left again with main travel all the way, curving slightly right across iron bridge and RR. to center of
- 54.4 0.7 **TWO RIVERS,** Washington & 17th Sts. Keep straight ahead on 17th St., to end at
- 54.6 0.2 **Monroe St.;** turn left, meeting trolley, cross RR. and iron bridge.
- 54.7 0.1 Turn right with trolley on 14th St., keeping straight ahead where trolley leaves to the left.
- 55.0 0.3 4-corners; turn right with poles, curving left on short stretch, running onto good gravel; follow same straight.
- 59.2 4.2 4-corners—blacksmith shop on right, saloon on left; turn left, straight south with poles across RR. (61.6 m), meeting trolley from the left (62.7 m); follow same straight across iron bridge and RR. (63.4 m) to Court House, center of
- 63.7 4.5 **MANITOWOC,** Washington & 8th Sts.

Hall Brothers, Stock Michelin Tires.

For city map, see page 261. For diverging routes, see Index map, page 323.

Route 159—Sturgeon Bay to Green Bay, Wis.—48.8 m.

Route map, page opposite

Reverse route, No. 166

Via Casco and New Franken. On good gravel road practically all the way with the exception of one short stretch about 2 miles from Forestville.

MILEAGES

Total Intermediate

0.0	0.0	STURGEON BAY , Cedar & St. John Sts. From bank (on right) go south on St. John St., running onto long wooden bridge with RR. (toll, 50c, over and return), turning right with main travel into center of
0.7	0.7	SAWYER . Keep ahead through town, bearing right on middle street up rough, rocky grade, passing church (on right); follow telephone poles, bearing right through diagonal cross-roads (1.5 m).
2.7	2.0	Fork—telephone poles divide; bear left down slight grade.
5.7	3.0	Left-hand road—school on right; turn left, leaving what is apparently better road, going straight ahead across RR. (7.5 m).
7.7	2.0	End of road; turn right with poles, following direct road, curving right past large Catholic Church (9.0 m) to small town of
9.4	1.7	MAPLEWOOD —school on farther left. Turn left with poles, going straight south for 4 miles to
13.3	3.9	FORESTVILLE —school on left, bank on farther right. Turn right, leaving road to Manitowoc, running downgrade across RR. and iron bridge. Take care not to pass
14.3	1.0	Left-hand road; turn left with poles, go straight south for 6 miles, running onto rather poor stretch of dirt road (16.2 m) for about a mile. Cross RR. (19.7 m).
20.4	6.1	Right-hand road—cheese factory on left; immediately after passing good road (on left) which comes in from Algoma , bear right, upgrade, passing church and cemetery (on left—20.7 m), following telephone poles direct to
22.6	2.2	Rio Center —immediately before iron bridge, turn left around saloon, with poles, to first
22.8	0.2	Right-hand road; turn right with poles, follow winding but direct road, curving right into road from left (25.2 m), cross RR. (27.0 m), curving left along tracks into
27.4	4.6	CASCO . Keep straight ahead through small town.
29.3	1.9	End of road; turn left with poles downgrade past creamery, cross iron bridge, curving left upgrade.
29.8	0.5	At top of grade turn right with main travel and poles, cross RR. (30.1 m) to first
30.6	0.8	At yellow brick school (on right) turn left.
31.1	0.5	4-corners; turn right with poles and main travel, crossing RR. (31.6 m), pass Luxembourg over to the left (32.1 m), going straight ahead. Take care not to pass
36.0	4.9	4-corners—poor road ahead; turn left for ½ mile, leaving poles.
36.5	0.5	Turn right, meeting poles again (37.5 m), follow same



The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map which is placed at head of corresponding section.

SPECIAL AT-
TENTION GIVEN

TOURISTS

Fully Equipped Repair Shop, Supplies and Parts. Expert Repair Men

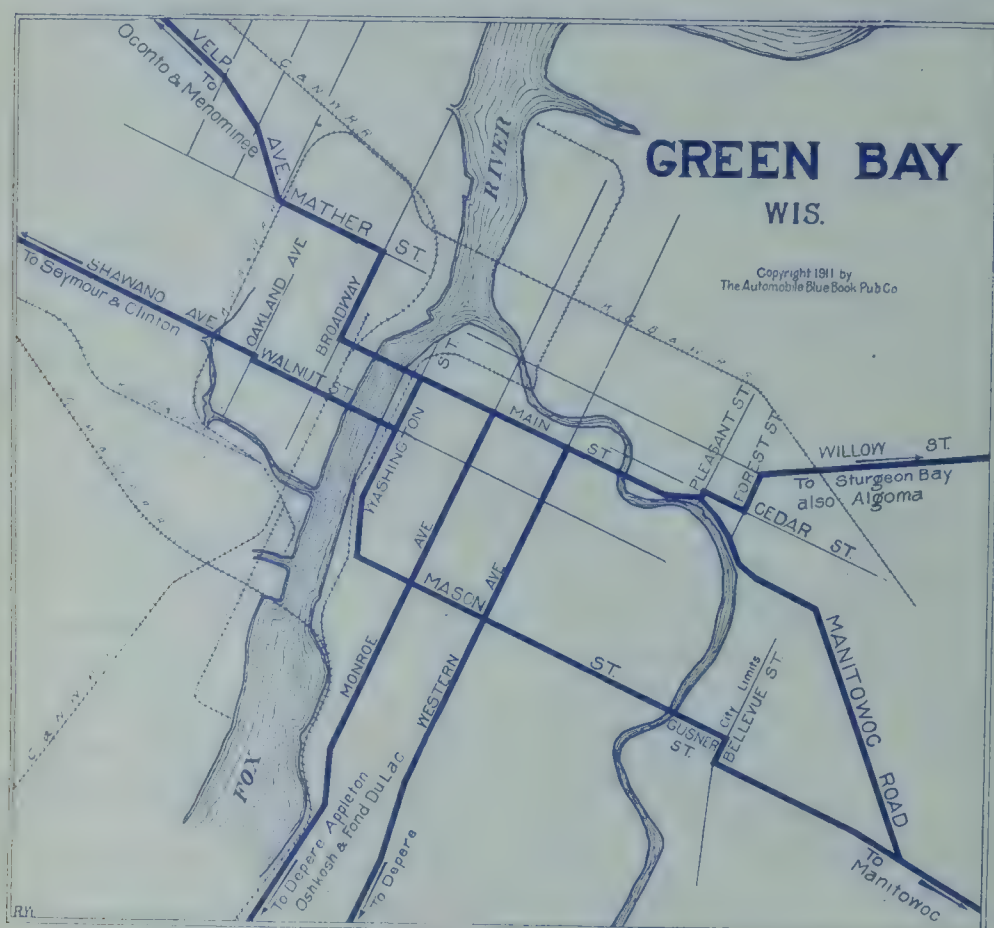
DISTRIBUTORS FOR

THOMAS FLYER, CHALMERS AND HUDSON MOTOR CARS

Lucia Bros. Motor Car Company

218-20 N. Adams Street, Green Bay, Wis.

Main Street, Oronto, Wis.



straight ahead through northern edge of **New Franken** (38.5 m).

- 42.0 5.5 Prominent cross-road with beautiful view of Green Bay straight ahead—brick school on farther left; turn left along top of bluff, following telephone poles.
- 44.5 2.5 End of road—picnic grounds straight ahead; turn left past school, curving right (44.9 m); go straight ahead.
- 47.2 2.7 Fork; bear left across RR., curving left for 2 blocks.
- 47.5 0.3 Turn right with main travel.
- 47.7 0.2 At iron watering trough (on left) jog left and immediately right, meeting trolley; follow same straight ahead on main street to center of

48.8 1.1 **GREEN BAY**, Main & Washington Sts.

Lucia Bros. Motor Co., 218 N. Adams St.

Green Bay Motor Car Co., Stock Michelin Tires.

For diverging routes. see Index map, page 323.

GREEN BAY SECTION

ROUTES 161 TO 175.

Route Center—The intersection of Washington & Main Sts. has been taken as the starting point for all routes, as it is within a block of the center of the city and most easily identified; moreover, all tourists on through trips must pass this point.

Points of Interest—Green Bay, founded by the French in 1708, is probably the most historic spot in the whole northwest outside of Mackinac Island. The French established fur trading stations here early in the 18th century. The place has been settled continuously since that time by the French, English and Americans. It was also one of the first trading posts of the Astor Fur Company on the route of their expeditions into Oregon. Jean Nicollet landed here at "Red Banks" in 1634 and the site of the early Jesuit Mission is marked by a monument. The site where the French fort St. Francis, English fort Edward Augustus and American fort Howard successively stood is marked by a large tablet on Main St., just south of the Northwestern Station. Such well-known characters in American history as Zachary Taylor and Jefferson Davis both spent some years of their life in Green Bay. Today the city is a flourishing manufacturing town with an excellent harbor accommodating the largest freighters on the lakes. It also boasts of the largest ledger paper mill in the world and many wood working plants.

Route 161—Green Bay to Milwaukee, Wis.—124.6 m.

Route map, page 323

Reverse route, No. 114

Via Manitowoc, Sheboygan Falls and Port Washington. On good gravel practically all the way. First part into Manitowoc being over rolling country for a few miles.

MILEAGES
Total Intermediate

0.0	0.0	GREEN BAY , Main & Washington Sts. Go east on Main St., with trolley.
1.1	1.1	End of street at iron watering trough; jog right and immediately left, following trolley over short stretch of poor pavement, bearing right with trolley (1.2 m) onto good gravel road. Trolley ends (1.6 m); avoid road to the left (1.9 m).
2.9	1.8	Fork—Arcade Hall on right; bear left with telephone poles and main travel, following same on winding but direct road.
5.8	2.9	Bear left, with poles, avoiding road to the right at
7.1	1.3	Bellevue Station , straight ahead; bear right with poles across RR., going straight through Pine Grove (9.6 m), avoiding road to the right just beyond. Pass Langes Post Office (12.1 m), running downgrade across RR. at
15.2	8.1	DENMARK . Straight ahead through town, avoiding good road (on left—15.5 m). Caution for rocky downgrade (16.1 m).
16.8	1.6	Fork; bear left upgrade, straight past Post Office at Cooperstown (18.7 m). Caution for rather rough, steep downgrade (19.8 m), following picturesque road winding through valley; keep direct road.
20.8	4.0	End of road; bear right upgrade with main travel. Caution for winding downgrade and upgrade (22.4 m), cross RR. (24.1 m), keeping straight ahead on good gravel through Francis Creek (26.9 m). Caution for winding road through woods with sharp turns (28.0 m); cross

Route 161

Green Bay Section

- RR. (32.3 m), straight through 4-corners at 2 road houses (33.0 m).
- 34.4 13.6 4-corners; turn left, following main travel on winding grade, running upgrade. **Caution** for 3 bad RR. crossings.
- 35.6 1.2 Avoid left-hand street where Fair Grounds may be seen over to left, keeping straight ahead on Huron St.
- 36.5 0.9 8th St.; turn right with trolley, going straight ahead across iron drawbridge to Court House.
- 37.5 1.0 **MANITOWOC**, Washington & 8th Sts.
Hall Brothers, Stock Michelin Tires.
For city map, see page 261.
Turn right on Washington St., keeping straight ahead on same where trolley leaves to the right, jogging slightly left and right with main travel (38.5 m), crossing 2 RRs. (38.7 m) and another RR. (39.8 m).
- 39.9 2.4 End of road; turn left, recrossing tracks. Avoid road to the right just beyond, keeping straight through prominent cross-road (41.0 m), following direct road.
- 41.6 1.7 End of road immediately after running off of iron bridge up short grade. Avoid road to the left just beyond, follow winding road over rolling country.
- 43.1 1.5 Fork—blacksmith shop and saloon on opposite sides of road; bear right with main travel.
- 43.4 0.3 Fork—brick school on right; bear left, continuing on winding but direct road, passing small store at Newton (46.6 m).
- 47.4 4.0 3-corners; bear right direct to small town of
- 60.1 12.7 **HOWARDS GROVE**. Keep straight through, avoiding road to the left. Road is almost straight south.
- 65.2 5.1 4-corners—cheese factory on farther left.
See Note A for direct connection to Sheboygan.
For Milwaukee keep straight ahead, following telephone poles on direct road, crossing trolley (71.1 m), running downgrade; cross iron bridge to center of
- 71.6 6.4 **SHEBOYGAN FALLS**.
For diverging routes, see Index map, page 323.
Immediately after crossing RR. turn right at woolen mills.
- 71.9 0.3 Fork; bear left with poles and macadam street, avoiding road to the right (73.1 m), going almost straight south on fine gravel with poles all the way, through Gibbsville (77.0 m), crossing RR. at **Cedar Grove Station** (82.8 m) and trolley (83.0 m), recrossing trolley (93.9 m).
- 94.0 22.1 At 3-corners—blacksmith shop on right—bear left with poles, going straight ahead on long winding grade into center of
- 95.6 1.6 **PORT WASHINGTON**. Straight ahead on Franklin St., turning right with trolley (95.8 m).
- 95.9 0.3 **Wisconsin St.**; turn left, curving right into Chestnut St. just beyond.
- 96.2 0.3 Immediately after crossing RR. turn left on Division St.,

Green Bay Section

Route 161

- recrossing RR., bearing right upgrade, keeping direct road with telephone poles.
- 99.5 3.3 End of road at irregular 5-corners; jog right and immediately left with poles. **Take care not to pass**
- 100.9 1.4 4-corners—school on right; turn right, running downgrade across RR. at **Ulaos Station** (101.4 m) to first
- 101.8 0.9 4-corners at top of grade; turn left, meeting double line of telephone poles; follow same straight south, passing **Mequon Post Office** (108.5 m). **Take care not to pass**
- 111.2 9.4 Diagonal cross-road; turn left, leaving what is apparently the main road, cross RR. (111.6 m).
- 112.2 1.0 4-corners; turn right, passing school (on left—113.3 m), keeping straight ahead with main travel, passing Fox Point Country Club (114.0 m). **Caution** for narrow, long wooden bridge (114.6 m).
- 115.0 2.8 Curve right and left through cross-road, continuing with main travel, meeting trolley from the right (115.2 m).
- 115.9 0.9 Turn right with main travel across trolley.
- 116.1 0.2 End of road; turn left down long, easy grade, crossing RR. (116.6 m).
- 117.0 0.9 End of road; turn left with poles, crossing RR. and trolley (117.2 m).
- 117.4 0.4 End of road; turn right to end of road at
- 117.9 0.5 Whitefish Bay Resort (on left), trolley station (on right); turn left, taking next right; follow macadam, jogging left and right (118.3 m), direct to
- 120.7 2.8 Entrance to Lake Park; leave lake drive, bearing left, keeping right at iron watering trough past trolley station.
- 121.2 0.5 Just after passing drives (on right and left) bear left at fork, passing pavilion over to the left (121.3 m), crossing 2 stone bridges at lighthouse; follow along top of bluff on Wall Ave., curving left at water tower on Terrace Ave.
- 122.4 1.2 **Woodlawn Court**; jog right, crossing bridge over RR., turning left off of same on Summit Ave. and right a short distance beyond on Kane Place.
- 122.8 0.4 **Prospect Ave.**—brick house with white pillars on left; turn left to end of street.
- 123.4 0.6 **Juneau Place**; jog left and right, following drive along bluff, turning right and left at small park (123.7 m).
- 124.0 0.6 **Wisconsin St.**—Northwestern Station straight ahead; turn right direct to center of
- 124.6 0.6 **MILWAUKEE**, Grand Ave. bridge.

Maryland Hotel, 137 Fourth St.

Plankinton Hotel, Grand Ave.

College Inn, Grand Ave.

Rambler Garage Co., 455 Broadway.

For city map, see page 238. For diverging routes, see **Index map**, page 236.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Note (a)—For direct connection to **Sheboygan** turn left at cheese factory going straight ahead on direct road across RR. and over RR. bridge (4.5 m) onto Superior St., following same to 8th St. (5.1 m)—school on farther left. Turn right to park, center of **Sheboygan**—**Foeste Hotel** on right.

Route 163—Green Bay to Fond du Lac, Wis.—63.0 m.

Route map, page 323

Reverse route, No. 141

Via east side of Lake Winnebago. On good gravel roads practically all the way with the exception of a few miles between East Wrightstown and Sherwood.

This route with its picturesque ride overlooking the shores of Lake Winnebago is one of the finest in this whole section.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 324.)

0.0	0.0	GREEN BAY , Main & Washington Sts. Go east on Main St. 3 blocks.
0.3	0.3	Madison St. ; turn right.
1.2	0.9	Mason St. ; turn left 1 block then right, following asphalt; keep straight ahead under RR. (1.9 m), crossing RR. (3.7 m), direct to center of
5.6	4.4	DE PERE . Keep straight ahead through town along river (on right), crossing RR. (5.8 m). Caution for rather narrow winding road with short, sharp grades (8.5 m), following telephone poles almost straight south, avoiding road to the right (9.5 m); cross RRs. (14.1 m & 15.0 m), to end of road in
15.2	9.6	GREENLEAF . Turn right around roadhouse, crossing RR. (15.4 m), follow telephone poles on good dirt and gravel direct, curving right into road from left (18.5 m).
18.9	3.7	Bear left with poles downgrade into 4-corners in
19.1	0.2	E. Wrightstown —saloon on left. Route 164 goes straight ahead across river. Turn left shortly winding upgrade, follow direct road.
22.6	3.5	Diagonal cross-road—cheese factory and school on right; bear left on rather poor road for short distance, following main travel direct through all cross-roads; cross RR. (26.7 m) through diagonal cross-roads (27.7 m). Road is direct to small town of
32.0	9.4	SHERWOOD —hotel on right. Direct road around north end of lake comes in on right from Menasha. Keep straight ahead through town, running up long grade; avoid road to the left (32.8 m). From here on road is direct practically all the way into Fond du Lac, over long rolling grades with beautiful views of lake over to the right, straight through Stockbridge (39.5 m), Brothertown (46.5 m) and Calumetville (48.8 m).
57.8	25.8	End of road—RR. on left; turn right, passing roadhouse (on left—59.1 m), running along close to shore of lake.
60.5	2.7	Toll gate—5c; straight ahead across RR. (60.9 m), avoid good street to the left (61.4 m), keeping ahead to
61.8	1.3	Main St. ; turn left on asphalt, following trolley straight to Court House, center of
63.0	1.2	FOND DU LAC , Main & 4th Sts.

The Palmer House, N. Main St.

Clark Motor Co., 40 E. First St.

Crescent Motor Co., 56 N. Main St.

For city map, see page 301. For diverging routes, see **Index map**, page 323.For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 164—Green Bay to Oshkosh, Wis.—54.8 m.

Route map, page 323

Reverse route, No. 147

Via Kaukauna, Appleton and Neenah. On fairly good stone or gravel roads practically all the way with a few short stretches of sandy dirt, particularly between Wrightstown and Kaukauna.

MILEAGES
Total: Intermediate

(For this and optional exits, see city map, page 324.)

0.0 0.0 **GREEN BAY**, Main & Washington Sts.

Go east on Main St. 3 blocks.

0.3 0.3 **Madison St.**; turn right, following asphalt.1.2 0.9 **Mason St.**; turn left 1 block, then right, following asphalt; keep straight ahead under RR. (1.9 m), crossing RR. (3.7 m), direct to center of5.6 4.4 **DE PERE**. Keep straight ahead through town along river (on right), crossing RR. (5.8 m). **Caution** for rather narrow winding road with short, sharp grades (8.5 m), following telephone poles almost straight south, avoiding road to the right (9.5 m); cross RRs. (14.1 m & 15.0 m) to end of road in15.2 9.6 **GREENLEAF**. Turn right around roadhouse, crossing RR. (15.4 m); follow telephone poles on good dirt and gravel direct, curving right into road from left (18.5 m).

18.9 3.7 Bear left with poles downgrade into 4-corners in

19.1 0.2 **E. Wrightstown**—saloon on left.

Route 164 leaves to the left.

Keep straight ahead across long iron bridge, curving left off same up winding grade into

19.5 0.4 **WRIGHTSTOWN**—trolley station ahead on left. Turn left, going straight ahead close to trolleys most of the way, curving right across trolley and RR. (21.8 m).

22.1 2.6 End of road; turn left on rather sandy stretch of road.

22.4 0.3 Turn left and right, recrossing RR. and trolley; avoid road to the right (24.0 m), following sandy road a short distance.

24.9 2.5 Curve left across RR., meeting trolley, to center of

25.4 0.5 **KAUKAUNA**—school on right. Turn right around school with one line of trolleys, passing iron standpipe (on left) keeping straight ahead past station, running along tracks short distance. Road is direct to27.9 2.5 **LITTLE CHUTE**. Turn left, crossing trolley, turning right at church and school, running downgrade across 2 iron bridges and RR.

28.5 0.6 In middle of upgrade turn right, continuing upgrade on cinder road; cross RRs. (29.4 m & 31.6 m).

31.5 3.0 Just after crossing last RR. turn left, following cinder road.

11

THE Warner Auto-Meter is the cheapest speed Indicator on the market though it costs from three to four times the price of other "Speed Indicators." When you buy a Warner you have an instrument which will remain accurate and reliable for years.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 165**Green Bay Section**

- 31.8 0.3 End of road; turn right down rather steep grade, running under RR.; cross iron and stone bridge, crossing another RR., running upgrade, curving right at top to
- 32.6 0.8 **College Ave.**; turn left, following trolley past College Buildings, to center of
- 33.0 0.4 **APPLETON**, College Ave. & Oneida St.
 Walter Auto Co., 687 College Ave.
 For diverging routes, see **Index map**, page 323.
 Turn left on Oneida St., past Public Library (on right).
- 33.1 0.1 Jog right with trolley and almost immediately left, down winding grade, cross RR. and long iron bridge (33.5 m), 2 more RRs. at stations and iron bridge. **Caution** for winding upgrade, following trolley all the way.
- 34.2 1.1 Just after passing Catholic Hospital (on left), turn right, leaving trolley; follow telephone line on direct road.
- 37.5 3.3 End of road; turn left, crossing 2 RRs.
- 37.8 0.3 Where trolley comes in from the left, turn right away from RR.
- 38.2 0.4 At school on farther left, turn left with trolley, following concrete street direct to center of
- 38.4 0.2 **MENASHA**. Curve right with trolley away from river, keeping left at small triangle (38.5 m).
- 38.7 0.3 Turn left with trolley on brick pavement, going straight ahead across numerous bridges and RRs. to center of
- 39.7 1.0 **NEENAH**—First National Bank on left.
 Turn right 1 block and then left, following trolley across RR. (40.1 m).
- 41.9 2.2 Where trolley leaves to the left, keep straight ahead, avoiding road on right, bearing right with main travel (43.7 m).
- 44.1 2.2 4-corners—school on left; turn left, meeting trolley from the left (45.1 m), go straight south with same for over 8 miles, crossing RR. (52.0 m).
- 53.0 8.9 Fair Grounds on left; turn left with one line of trolleys.
- 53.2 0.2 Main St.; turn right with trolley on asphalt, crossing RR. (53.7 m) to center of
- 54.8 1.6 **OSHKOSH**, Main & High Sts.

Oshkosh Motor Car Co., 51 Jefferson Ave.

Oshkosh Tire Shop, 200 Main St.

For city map, see page 301. For diverging routes, see **Index map**, page 323.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 165—Appleton to Stevens Point, Wis.—68.5 m.

Route map, page 323

Reverse route, No. 177

Via Dale, Fremont and Waupaca. First part to Fremont over excellent gravel roads, remainder of the way being some gravel but largely a mixture of natural dirt with sandy spots, the worst stretches encountered being between Amherst and Stevens Point.

MILEAGES

Total Intermediate

- 0.0 0.0 **APPLETON**, College Ave. & Oneida St.

Go west on College Ave., keeping straight ahead where trolley leaves to the left (0.3 m); cross RR. (0.5 m).

- 0.7 0.7 6-corners—iron watering trough on left; bear right with

main travel, curving left into road from right (1.8 m),
cross RR. (2.9 m).

3.4 2.7 Avoid prominent right-hand branch road, keeping
straight ahead, passing school (on right).

7.6 4.2 4-corners—blacksmith shop on left.

Route 148, from Oshkosh, comes in from the left; pick
this up at mileage 18.2 and follow for complete running
directions rest of the way to Stevens Point.

Route 166—Green Bay to Sturgeon Bay, Wis.—48.8 m.

Route map, page 323

Reverse route, No. 159

*Via New Franklin and Casco. On good gravel road practically all the
way with the exception of about a mile just south of Forestville.*

MILEAGES
Total intermediate

(For this and optional exits, see city map, page 324.)

0.0 0.0 **GREEN BAY**, Main & Washington Sts.

Go east on Main St. with trolley, crossing iron bridge
(0.8 m).

1.1 1.1 End of street—trolley leaves to the right; jog left and
immediately right.

1.3 0.2 End of street; turn left, curving right across RR. (1.6
m), straight ahead with heavy telephone lines.

3.0 1.7 Fork—saloon in angle, grist mill on left; bear left with
one line of poles, following good macadam.

4.3 1.3 At saloon and picnic grounds (on left) turn right with
poles, turning left (4.7 m).

6.0 1.7 Fork; bear right with poles upgrade, avoiding road to
the right (6.2 m).

6.8 0.8 At brick road house (on left) turn right with one line
of telephone poles, going straight ahead through northern
edge of **New Franken** (10.3 m) to

12.3 5.5 End of road; turn left $\frac{1}{2}$ mile.

12.8 0.5 4-corners; turn right, meeting telephone line again, fol-
lowing same straight through all cross-roads, passing
Luxembourg over to the right (16.7 m); cross RR.
(17.2 m).

17.7 4.9 4-corners; turn left with telephone poles and main travel
for $\frac{1}{2}$ mile.

18.2 0.5 4-corners—school on farther right; turn right with poles,
crossing RR. (18.7 m), running downgrade.

19.0 0.8 End of road; turn left with main travel and poles, curv-
ing right downgrade across iron bridge, running upgrade

19.3 0.3 Top of grade; turn right with poles direct to

21.4 2.1 **CASCO**. Straight ahead, curving left along tracks and
right across same (21.8 m).

23.6 2.2 Fork; bear left with poles, direct to

26.0 2.4 End of road; turn left, still with poles, into

26.2 0.2 **Rio Center**. Turn right around saloon, avoiding road
to the right (26.3 m), following telephone poles down
long grade past church (on right—28.0 m).

28.4 2.2 End of road—cheese factory straight ahead; bear left—
avoid right-hand road where telephone poles leave on
direct road to **Algoma**. Keep straight ahead across RR.

Route 168

Green Bay Section

- (29.1 m), running onto rather poor stretch of road (31.5 m); keep straight ahead.
- 34.6 6.2 End of road; turn right, crossing iron bridge and RR. (35.2 m), running upgrade to center of
- 35.5 0.9 **FORESTVILLE**—school on farther left, bank on right. Turn left, going straight north for 4 miles.
- 39.4 3.9 **MAPLEWOOD**—saloon on left, RR. straight ahead. Turn right just after passing Catholic Church (on right—39.8 m); curve left with road winding downgrade. **Take care not to pass**
- 41.1 1.7 Left-hand road; turn left with poles, crossing RR. (41.3 m).
- 44.1 3.0 End of road—school straight ahead; turn right with poles on good stone road, bearing slightly right into road from left (46.1 m), curving slightly left through 4-corners (47.3 m). **Caution** for rough, rocky downgrade (47.9 m) into center of
- 48.1 4.0 **SAWYER**. Keep straight ahead, running onto right-angled wood bridge, turning right with same (toll, 50c, over and return); leaving bridge, keep straight ahead a short distance to center of
- 48.8 0.7 **STURGEON BAY**, Cedar & St. John Sts.

For **The Cove** go east on Cedar St. about 3 blocks to Spruce St., where turn left and go straight ahead, passing school (on right), to end of road (1.6 m), turn right about ½ mile to school house where turn left ½ mile, turning right direct to hotel and cottages.

For diverging routes, see **Index map**, page 323.

Route 168—Green Bay, Wis., to Menominee, Mich.—58.2 m.

Route map, page 335

Reverse route, No. 168r

Via Oconot and Peshtigo. The greater part of this route is over pretty good stone or gravel with the exception of about 6 miles between Big and Little Suamico, which up to the fall of 1909 had not been improved and is rather heavy sand, although we believe no cars will have serious difficulty in getting through. Our latest information is that this stretch will be improved during the early summer of 1911.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 324.)

- 0.0 0.0 **GREEN BAY**, Main & Washington Sts.
Go west on Main St. with trolley, cross iron bridge and RRs. at station (on right).
- 0.4 0.4 **Broadway**—1 block beyond RR.; turn right with one line of trolleys.
- 0.7 0.3 **Mather St.**; turn left with trolley, crossing RR. (1.1 m), follow trolley on good macadam to small settlement of
- 4.0 3.3 **Duck Creek**. Keep straight ahead across RR., jogging right and left (4.4 m), cross another RR. (4.9 m).
- 5.3 1.3 Irregular 4-corners—church on left; turn right with 2-arm telephone poles, following macadam under RR. (6.2 m); crossing RR. (7.9 m), running off of macadam (8.1 m) onto sandy road under RR. at
- 10.2 4.9 **BIG SUAMICO**. Just after passing under tracks curve right along river, taking next left (10.4 m); pass church and school (10.9 m).

Green Bay Section

Route 168

- 11.1 0.9 Turn left away from town, crossing iron bridge, go straight ahead on very sandy road running along RR.
- 14.1 3.0 Jog right away from tracks and next left just beyond, curving right across RR. (14.4 m), straight ahead.
- 16.1 2.0 End of road; turn right, meeting telephone line, cross RR. (16.4 m), turning left to station at
- 16.6 0.5 **LITTLE SUAMICO.** Keep straight ahead across RR. (16.9 m) on good gravel or dirt road.
- 17.4 0.8 Fork—church in angle; bear left, avoiding road to the left (18.3 m), curving right past school; follow direct road through all cross-roads and small town of **Brookside** (23.1 m), jogging right and left with road (23.6 m); keep straight ahead, running onto fine gravel (24.5 m), cross RR. (26.0 m). **Take care not to pass**
- 26.6 9.2 4-corners; turn right with main travel around large red barn (1910), curving left with road (27.3 m), crossing iron bridge (27.6 m) to end of road in
- 27.8 1.2 **Collardsville**—church straight ahead on right. Turn right, following main traveled road direct across RR. (30.8 m), running onto poor stretch for short distance, meeting good road from the left (33.0 m), curving right with main street across 2 RRs. (33.3 m & 33.5 m) to
- 33.9 6.1 **OCONTO**, Main & Superior Sts.—band stand ahead.
Lucia Bros Motor Co.
Turn left on Superior St. with heavy telephone line, crossing RR. (34.3 m), passing brewery (on left—34.5 m); keep straight ahead on winding but direct road, crossing RR. (35.8 m); avoid road to the left (38.5 m), following telephone poles past creamery (on right—41.7 m), still with telephone poles.
- 46.3 12.4 Bear right with poles into road from left.
- 48.8 2.5 Fork; bear left with poles on gravel road to center of
- 49.5 0.7 **PESHTIGO.** Keep ahead across long iron bridge, bearing right immediately beyond past office of Lumber Company, crossing RR.
- 49.9 0.4 At first street beyond RR. turn left with poles, following macadam on winding but direct road across RR. (55.2 m) and (56.0 m).
- 56.2 6.3 Brick pavement (with trolley line); bear right, following trolleys across RR. at station past Court House (56.5 m) to center of
- 56.6 0.4 **MARINETTE, WIS.**—6-corners. Bear left with one line of trolleys passing Public Library (on left), cross 2 long iron bridges over Menominee River and RR. (57.1 m).
- 57.2 0.6 **Ogden Ave.**; turn right with trolley, recrossing RR., going straight ahead on brick pavement across RR. (58.0 m) to end of street in
- 58.2 1.0 **MENOMINEE, MICH.**, Main St. & Ogden Ave.—business center a few blocks to the right.

For diverging routes, see **Index map**, page 335.

Route 168R—Menominee, Mich., to Green Bay, Wis.
58.2 m.

Route map, page 335 •

Reverse route, No. 168

Via Peshtigo and Oconto. Over good stone and gravel practically all the way, although there is a stretch of pretty bad sand, especially in dry weather, between Little and Big Suamico. We do not believe any cars will have serious trouble in going through this; however, we understand that this road will be improved the early summer of 1911.

MILEAGES
Total Intermediate

0.0	0.0	MENOMINEE, MICH. , Main St. & Ogden Ave.—First National Bank on right.
		Go southeast on Ogden Ave., curving right with trolley across RR. (0.2 m) passing Court House.
1.0	1.0	Immediately after crossing RR. turn left with trolley, recrossing tracks, run over 2 long iron bridges over Menominee River, to center of
1.6	0.6	MARINETTE, WIS. —band stand straight ahead.
		Bear right with trolley, passing band stand (on left); pass Court House (1.7 m), cross RR. at station (1.9 m).
2.0	0.4	5-corners; bear left on middle street onto macadam, cross RR. (2.2 m), going straight ahead on winding but direct road across RR. (3.0 m).
8.3	6.3	End of road; turn right with poles across tracks, curving left immediately beyond; cross long iron bridge into
8.7	0.4	PESHTIGO. At fork bear right, passing flag pole (on left); follow telephone poles with main travel.
10.7	2.0	Fork; bear left with poles.
11.9	1.2	At saloon (on left) bear left with poles and main travel, following same direct through all cross-roads, passing creamery (on left—16.5 m), passing small store (on right—19.7 m). Avoid road to the left (20.0 m), cross RR. (22.4 m).
22.9	11.0	Fork; bear right with poles, crossing RR. (23.9 m) to
24.2	1.3	OCONTO , Main & Superior Sts.
		Lucia Bros Motor Co.
		Turn right on Main St., keeping right at fork with iron watering trough (24.5 m), cross RRs. (24.7 m & 24.9 m); bear left with street just beyond to
25.2	1.0	Fork—creamery on right; bear left, leaving telephone line, running over rather rough stretch; pass cemetery (on right), cross RR. (27.4 m), direct to small settlement of
30.4	5.2	COLLARDSVILLE —church on right and left. Turn left, crossing iron bridge, curving right with road (30.9 m) to first
31.6	1.2	4-corners; turn left, going almost straight south on direct road, crossing RR. (32.2 m), running off of gravel (33.7 m); follow good dirt road, jogging right and left (34.6 m), through small town of Brookside (35.1 m). curving left past school (39.8 m), straight across tracks
41.3	9.7	LITTLE SUAMICO. Keep straight ahead past station, curving right with road across tracks (41.8 m) to first



Copyright 1910 by
The Automobile Blue Book Pub. Co.

- 42.1 0.8 Left-hand road; turn left, leaving poles. Next 5 miles are very sandy; cross RR. (43.8 m).
- 44.1 2.0 End of road; jog right and next left along tracks, keeping straight ahead across iron bridge (47.0 m).
- 47.1 3.0 End of road in edge of **Big Suamico**; turn right, passing school and church, curving right (47.8 m) and left just beyond, under RR. (48.0 m); pass creamery and store.
- 48.2 1.1 Fork; bear left with telephone poles, running onto macadam road (50.1 m); follow same with poles direct across RR. (50.3 m).
- 52.9 4.7 Irregular 4-corners—church on farther left; bear left, crossing RR. (53.3 m).
- 53.7 0.8 Turn right with main travel and left just beyond across RR. at
- 54.2 0.5 **DUCK CREEK**. Straight ahead, picking up trolley; follow same direct, crossing RR. (57.1 m).
- 57.5 3.3 **Broadway**. Turn right with trolley.
- 57.8 0.3 **Main St.**; turn left with one line of trolleys, crossing RR. at station and long iron bridge, to center of
- 58.2 0.4 **GREEN BAY**, Main & Washington Sts.

Lucia Bros. Motor Co., 218 N. Adams St.

Green Bay Motor Car Co., Stock Michelin Tires.

For city map, see page 324. For diverging routes, see Index map, page 323.

Route 170—Menominee to Marquette, Mich.—131.0 m.

Route map, page 335

Reverse route, No. 172

Via Powers, Escanaba and Gladstone, on good gravel and macadam roads practically all the way. CAUTION should be used for dangerous RR. crossings.

All the route matter on the northern peninsula of Michigan has been covered through local information and most of the mileage taken from county maps, therefore numerous discrepancies in odometer readings may be noticed. Nevertheless, we believe that tourists will be able to follow the route data with very little trouble, as we understand that the road covered by this route is so improved that there is no trouble in distinguishing it from all intersections.

Points of Interest—The two cities of **Marinette, Wis.**, and **Menominee, Mich.**, are located on opposite sides of Menominee River, and once formed the greatest lumber shipping center of the world. In 1890, the banner lumber year, 700,000,000 feet of lumber was cut by the mills of the two cities. The surrounding territory has much Indian history connected with it and today a large number of Indian relics are frequently dug up. The fishing community just east of Marinette is quite interesting and about half a million dollars worth of lake fish are shipped from here each year. A great many hunting and fishing expeditions, also good boat service, is maintained to Fish Creek and Ephraim, 18 miles across Green Bay. Automobiles can be taken aboard these steamers.

MILEAGES
Total Intermediate

0.0	0.0	MENOMINEE , State St. & Ogden Ave.—Court House 1 block to the left.
		Go north on State St., following same straight out of town. Parallel the Northwestern tracks, turning left and right across same (6.0 m); straight through Birch Creek (6.7 m).
8.9	8.9	Jog right across RR. and immediately left; continuing straight north close to tracks through Wallace (14.9 m).
18.4	9.5	INGALLS .
		Between Ingalls and Stephenson there is a slight jog to the right but with main travel all the way to Stephenson , where turn left around bank building; crossing RR. (20.9 m); turn right parallel to tracks, crossing same at Daggett (24.2 m); straight through Talbot (27.6 m) and Bagley (30.3 m).
32.1	13.7	Jog left and immediately right, cross RR., passing through Nadeau (34.4 m); cross RR. (36.8 m).
37.5	5.4	Jog right and next left, straight north; crossing RR. at
40.6	3.1	Powers .
		Route 123 "Menominee to Iron Mountain" leaves to the left at this point.
		Go through town to drug store on left where turn right, following main road through Spalding (41.4 m), still paralleling RR. (over to the right); straight ahead through one or two towns to
51.3	10.7	Bark River . Do not cross RR.; bear left along tracks.
52.4	1.1	End of road; turn right across RR. and immediately left, following direct road to
63.0	10.6	Sarah St. ; turn left with main travel for about 8 blocks to Ludington St. in
63.6	0.6	ESCANABA . Ludington & Sarah Sts., turn left on wide asphalt street, following trolley, to

Northern Michigan Section

Route 171

- 63.8 0.2 **Stephenson St.**; turn right with trolley, following same straight through North Escanaba, crossing numerous RRs., bearing right across long iron bridge (66.6 m); shortly running along RR. track again, to
- 71.2 7.4 **Delta St.** just after passing station; bear right to center of
- 71.6 0.4 **GLADSTONE**, 9th & Delta Sts.
Turn left on 9th St., following same straight out of city; turn right along RR. follow tracks to **Masonville** (77.0 m) crossing tracks, at this point curving right (78.0 m), cross RR. into
- 78.7 7.1 **RAPID RIVER.** Turn left with main travel to
- 79.0 0.3 End of street at northern edge of town; turn left across RR. and immediately right.
- 81.7 2.7 Fork just beyond RR. Bear left, following main road across RR. (84.5 m); pass **Stegam** (on left—89.8 m), jogging right and next left a short distance beyond; pass **Osier** (over to the right—91.0 m). Continue almost straight north, following main travel through **Trenary** (98.7 m); road bears left—crossing RR. (102.0 m).
- 106.1 24.4 **Prominent right-hand road**—school on left;
At this point Route 129, connection for Munising, leaves to the right.
For **Marquette**—Bear left past school, following direct road, bearing right across RR. (112.0 m) and right through 5-corners (116.9 m) to
- 118.9 12.8 **Yalmer.** Curve left with main travel, passing through **Green Garden** (121.9 m) bearing right across RR. (126.5 m); crossing second RR. into
- 127.0 8.1 **HARVEY.** Bear left along tracks, paralleling same past prison over to the left (128.8 m); same thorofare becoming Lake St., which follow under 3 ore docks, to Washington St., just before station (on left).
- 131.0 4.0 **MARQUETTE.** Lake & Washington Sts.
Business center to the left up hill.

For diverging routes, see map, page 335.

Route 171—Menominee to Iron Mountain, Mich.—70.6 m.

Route map, page 335

Reverse route, No. 173-A

All the route matter on the northern peninsula of Michigan has been covered through local information and most of the mileage taken from county maps, therefore numerous discrepancies in odometer readings may be noticed. Nevertheless, we believe that tourists will be able to follow the route data with very little trouble, as we understand that the road covered by this route is so improved that there is no trouble in distinguishing it from all intersections.

MILEAGES

Total Intermediate

- 0.0 0.0 **MENOMINEE**, State St. & Ogden Ave., Court House 1 block to the left. Go north on State St., following same straight out of town, paralleling the Northwestern tracks turning left and right across same (6.0 m); straight through **Birch Creek** (6.7 m).
- 8.9 8.9 Jog right across RR. and immediately left; continuing straight north close to tracks through Wallace (14.9 m)
- 18.4 9.5 **INGALLS.** Between this point and Stephenson there is

Route 171-A

Northern Michigan Section

a slight jog to the right but with main travel all the way to **Stephenson**, where turn left around bank building; crossing RR. (20.9 m); immediately turn right parallel to tracks, crossing same at **Daggert** (24.2 m); straight through **Talbot** (27.6 m) and **Bagley** (30.3 m).

32.1 13.7 Jog left and immediately right, cross RR., passing through **Nadeau** (34.4 m); cross RR. (36.8 m).

37.5 5.4 Jog right and next left, straight north; crossing RR. at

40.6 3.1 **POWERS**. (Leave route No. 122—Menominee to Marquette.)

At drug store turn left (west) and follow main travel straight across RRs. at southern edge of **Hermansville** (44.6 m) to the

47.5 6.9 First prominent right-hand road after leaving Hermansville; turn right, direct to

50.5 3.0 **Cedar**; turn left with main travel on direct road; straight across RRs. at **Waucedah** (53.5 m), crossing another RR. (54.6 m); through southern edge of **Loretto** (56.9 m), crossing 2 RRs. just beyond and long bridge over Sturgeon River (57.8 m); now on good macadam, follow same straight through **Vulcan** (60.0 m), passing small lake (over to the left—60.5 m). **Caution** for sharp right and left across RR. at engine house (on right—61.0 m), and again for **dangerous** grade crossing (61.5 m); immediately bearing right along tracks, straight into center of

62.0 11.5 **Norway**. At restaurant (on left) turn right under RR., turning left immediately beyond for 1 block, where turn right with main travel, curving **sharp left** (62.4 m).

62.5 0.5 4-corners; turn right, using **caution** for sharp right and left curve over RR. (62.6 m); continue straight ahead, crossing RR. (65.1 m) to

66.2 3.7 **Quinnesec**. Jog left about 1 block, and then right. Continue on main traveled road, bearing right over RR. bridge (68.1 m), same thoroughfare becoming principal street, which follow along Northwestern tracks into

70.6 4.4 **IRON MOUNTAIN**, Court House on right.

For diverging routes, see **Index map**, page 335.

Route 171A—Iron Mountain to Ishpeming and Marquette, Mich.—92.7 m.

Route map, page 335

Reverse route, No. 173

All the route matter on the northern peninsula of Michigan has been covered through local information and most of the mileage taken from county maps, therefore numerous discrepancies in odometer readings may be noticed. Nevertheless, we believe that tourists will be able to follow the route data with very little trouble, as we understand that the road covered by this route is so improved that there is no trouble in distinguishing it from all intersections.

MILEAGES

Total Intermediate

0.0 0.0 **IRON MOUNTAIN**, Court House on right.

Go north on principal street, paralleling Northwestern tracks, straight out of town.

Northern Michigan Section

Route 172

- 0.9 0.9 End of street, Green Store straight ahead; turn left across numerous RRs., turning right immediately beyond; follow macadam road, cross RR. (1.6 m), passing small lake (on left—2.7 m), straight through **Twin Falls** (4.0 m) (avoid road to the left which leads to Spread Eagle and Florence). Continue on main traveled road, which is a short stretch of dirt road just before reaching
- 8.9 8.0 **GRANITE BLUFF.** Continue north on direct road through **Randville** (10.7 m), curving right across RR. (12.6 m). Avoid good roads to the left (18.8 m), which leads to Crystal Falls. Go straight ahead through **Sagola**. Going through **Channing** at (21.9 m), curving right around **Sawyer Lake** with main travel, passing Dead Man's Lake (on left) straight through **Floodwood** (29.9 m), cross Michigamme River, passing **Witch Lake** (on right), through edge of **Witbeck** (37.9 m), bearing left with main travel along river bank; cross long iron bridge to center of
- 44.1 35.2 **Republic.** Continue north on main traveled road, crossing numerous RRs., turning right at mine building (51.2 m)—meeting telephone line, follow same on direct road straight through **Humboldt** (51.8 m) and **Clarksburg** (53.9 m); from here on follow main road and telephone poles all the way, same thorofare becoming Division St. Continue on same to
- 62.6 18.5 **ISHPEMING,** City Hall on right. Straight ahead on Division St. to prominent left-hand street on edge of Negaumee; turn left downgrade, cross RR., and turn right at first street beyond tracks; cross RR. again, going 2 blocks, where turn left 1 block to Cleveland Cliffs Iron Co. office.
- 65.9 3.3 **NEGAUMEE.** Turn right around brick building onto Main St., follow same straight out of town, crossing numerous RRs. Follow fine macadam road with numerous turns, but direct all the way, coming into Marquette on Washington St.; follow same downgrade to Lake St.
- 78.0 12.1 **MARQUETTE,** Washington & Lake Sts.
See Index map, page 335.

Route 172—Marquette to Menominee, Mich.—131.0 m.

Route map, page 231

Reverse route, No. 170

Via Gladstone, Escanaba and Powers on gravel or macadam roads a larger part of the distance.

All the route matter on the northern peninsula of Michigan has been covered through local information and most of the mileage taken from county maps, therefore numerous discrepancies in odometer readings may be noticed. Nevertheless, we believe that tourists will be able to follow the route data with very little trouble, as we understand that the road covered by this route is so improved that there is no trouble in distinguishing it from all intersections.

MILEAGES

Total Intermediate

0.0 0.0 **MARQUETTE.** Lake & Washington Sts.

Go south on Lake St., running under 3 ore docks, following main travel parallel to shore of lake and M. & S.

Route 172

Northern Michigan Section

- E. tracks; pass prison (on right 2.2 m); follow main road
- 4.0 4.0 **HARVEY**; turn right, cross RR. to
- 4.5 0.5 Prominent left-hand road; bear left across RR., following main traveled road straight through hamlet of **Green Garden** (9.1 m), curving right through **Yalmer** (12.1 m).
- 14.1 9.6 5-corners at **Skandia**; bear left on middle road, avoiding all intersecting roads.
- 19.0 4.9 Left-hand road just after crossing RR. at Carlshed; turn left with main travel; avoiding roads to left and right (21.0 m); continue straight ahead to
- 24.9 5.9 **Prominent fork**—school on right;
(Road to the left leads to Munising. See connecting route No. 174.)
- For **Escanaba** and **Menominee**—Bear right past school, following, main-traveled road across RR. (29.0 m), through edge of **Trenary** (32.3 m); passing **Osier** over to the left (40.0 m); avoid road to the right just beyond;
- 40.5 15.6 Jog right and next left, passing **Stegam** over to the right, follow direct road across RR. (46.5 m), curving right, re-crossing tracks (49.3 m).
- 51.3 10.8 End of road; jog left across tracks, and next right through **Rapid River**, turn right with main travel at southern edge of town, crossing RR. (52.3 m); bearing left through **Masonville** (54.0 m); follow direct road close to Soo Line tracks, into
- 59.4 8.1 **GLADSTONE**, 9th & Delta Sts.
Turn right on Delta St., curving left along tracks (59.8 m), passing station (on right), paralleling RR. most of the way, running over long iron bridge (64.0 m); picking up trolley (on right), following same straight ahead; this thoroughfare becomes Stephenson St., which follow to
- 67.0 7.6 Ludington St.; turn left with trolley on wide asphalt street for 3 blocks to Sarah St.
- 67.2 0.2 **ESCANABA**. Ludington & Sarah Sts. Turn right on Sarah St., running straight south for about 8 blocks, where turn right on 3rd St., following main travel out of town; running along RR., jog right and left across same, continuing straight to
- 79.7 12.5 **BARK RIVER**; bear slightly right, following close to tracks (on left), through one or two small towns—avoiding all cross-roads through **Spalding** (89.6 m), direct to
- 90.4 10.7 **POWERS**.
(At this point intercept Route 123, Menominee to Iron Mountain.)
Turn left at drug store—(on left) following good road across RR. Continue straight south on direct road which crosses and re-crosses Northwestern tracks a number of times, being close to same practically all the way.
- 93.5 3.1 Jog right and immediately left—avoiding RR. crossing; bear right across tracks (94.2 m), following direct road through **Nadeau** (96.6 m) to

Northern Michigan Section

Route 173

- 98.1 4.6 End of road; turn left across RR. and immediately right, straight through **Bagley** (100.7 m) and **Talbot** (103.4 m); bear right through **Daggert**, crossing RR. (106.8 m), running along same to
- 110.1 12.0 **STEPHENSON**. Bear left across tracks, turning right at bank building, following main travel, shortly running along RR. again, straight through **Ingalls** (112.6 m) and **Wallace** (116.1 m).
- 122.1 12.0 Jog left and right across RR., continue straight through Birch Creek (124.3 m), bearing left just south of town, and cross RR. (125.0 m), same thorofare becoming State St., which follow to Ogden Ave. in
- 131.0 8.9 **MENOMINEE**. State St. & Ogden Ave.
For diverging routes, see **Index map**, page 335.

Route 173—Marquette to Ishpeming and Iron Mountain, Mich.—78.0 m.

Route map, page 335

Reverse route, No. 171-A

All the route matter on the northern peninsula of Michigan has been covered through local information and most of the mileage taken from county maps, therefore numerous discrepancies in odometer readings may be noticed. Nevertheless, we believe that tourists will be able to follow the route data with very little trouble, as we understand that the road covered by this route is so improved that there is no trouble in distinguishing it from all intersections.

MILEAGES
Total Intermediate
0.0 0.0

MARQUETTE, Washington & Lake Sts.

Go west upgrade on Washington St., keeping straight ahead out of town and follow direct road on good macadam all the way; bearing left across RR. (4.0 m), winding to the right a short distance beyond; cross a number of RRs.; follow along north side of RR. on Main St., which keep to 4-corners in

- 12.1 12.1 **NEGAUMEE**, Cleveland Cliffs Iron Co. office on left; turn left 1 short block, then right on Iron St. for 2 blocks, crossing RR. Go 1 block beyond RR. and turn left upgrade, re-crossing RR. to end of street, where turn right and follow main road straight ahead, same thorofare becoming Division St., which follow to
- 15.4 3.3 **ISHPEMING**, City Hall on left. Continue straight through on Division St. Follow main line of telephone wires, still on good road, through **Clarkesburg** (24.1 m), crossing RR. a short distance beyond; through **Humboldt** (26.2 m).
- 26.8 11.4 Fork, mine buildings on left.
(Road to right leads direct to **Michigamme**—22.0 m.)
For **Republic**, turn left and follow main travel all the way, crossing 2 or 3 RRs. Road is direct to
- 33.9 7.1 **Republic**. We were unable to get the specific directions through this city, but road bears right out of town across long iron bridge and continues south along river bank, passing **Wibeck** (over to the left—41.0 m); running between a number of lakes, pass **Witch Lake** (on left—44.7 m), crossing Michigamme River, running straight

Route 173-A**Northern Michigan Section**

through **Floodwood** (48.4 m), curving right with main travel, passing **Sawyer Lake** (on left), curving left around same with main travel. Continue south to

- 56.1 22.2 **CHANNING**; continue straight south on direct road, passing through **Sagola** (58.9 m), passing good road to the right just south of town (this road is direct west to Crystal Falls). Cross RR. (65.4 m), passing through **Randville** (67.3 m); crossing RR. just beyond; straight through **Granite Bluff** (69.1 m) (short stretch of dirt road just south of town); cross river (70.4 m), running through **Twin Falls** (74.0 m); cross RR. (76.4 m) to end of road; jog left across number of RR. crossings, turning right immediately beyond at Green Store (on left before turn); continue straight into city, following along Northwestern RR. on principal street of

- 78.0 21.9 **IRON MOUNTAIN**, Court House on left.

For connections to Menominee, see Route 173-A.

Route 173A—Iron Mountain to Menominee, Mich.—70.6 m.

Route map, page 335

Reverse route, No. 171

All the route matter on the northern peninsula of Michigan has been covered through local information and most of the mileage taken from county maps, therefore numerous discrepancies in odometer readings may be noticed. Nevertheless, we believe that tourists will be able to follow the route data with very little trouble, as we understand that the road covered by this route is so improved that there is no trouble in distinguishing it from all intersections.

MILEAGES
Total Intermediate

- 0.0 0.0 **IRON MOUNTAIN**, Court House on left.

Go southeast from Court House on Main St., paralleling the Northwestern tracks, running out of the city; cross branch RR. (0.6 m), running over RR. bridge (2.5 m); continue on direct road to

- 4.4 4.4 **QUINNESEC**. Jog left about 1 block and then right, continuing straight east on macadam road, crossing RR. (5.5 m). **Caution** for sharp right and left turns over RR. bridge (8.1 m).

- 8.2 3.8 4-corners just after RR. bridge; turn left, curving sharp right just beyond to end of street in

- 8.5 0.3 **NORWAY**, RR. straight ahead; turn left about 1 block, turning right under RR. and immediately left along same; follow tracks straight out of town. **Caution** for dangerous left turn over RR. (grade—9.1 m), still on macadam curve right, re-crossing RR. (9.6 m); passing engine house (on left); turn left along RR., straight through **Vulcan** (10.6 m)—avoid good road to the right about 1/2 mile beyond town; cross long bridge over Sturgeon River (12.7 m) and 2 RRs. just beyond, passing straight through southern edge of **Loretto** (13.6 m), running off macadam, follow good dirt road, crossing RR. (16.0 m), straight ahead to

- 17.1 8.6 **WAUCEDAH**.

From this point to Powers we were not able to obtain accurate directions, but our information is that the road is main travel and that no improved roads intersect except at Hermansville.

Continue straight ahead, angling southeast into

Northern Michigan Section

Route 174

- 20.0 2.9 **Cedar.** Turn right (south), still on main traveled road;
 23.0 3.0 End of road; turn left, continue straight through southern edge of **Hermansville**, crossing a number of RRs., follow main road, angling southeast to edge of
 30.0 7.0 **POWERS.** At drug store (on left) turn right, straight through town, crossing RR. (Meet route No. 125 from Escanaba.) Continue straight south on direct road, which re-crosses Northwestern tracks a number of times, but close to same practically all the way.
 33.1 3.1 Jog right, avoiding RR. crossing, following direct road through **Nadeau** (36.2 m) to
 37.7 4.6 End of road; turn left across RR. and immediately right, straight through **Bagley** (40.3 m) and **Talbot** (43.0 m); bear right through **Daggert**, crossing RR. (46.4 m), running along same to
 49.7 12.0 **STEPHENSON.** Bear left across tracks, turning right at Bank building, following main travel, shortly running along RR. again, straight through **Ingalls** (52.2 m) and **Wallace** (55.7 m).
 61.7 12.0 Jog left and right across RR., continue straight through **Birch Creek** (63.9 m), bearing left just south of town, and cross RR. (64.6 m), same thorofare becoming State St., which follow to Ogden Ave. in
 70.6 8.9 **MENOMINEE**, State St. & Ogden Ave.

For diverging routes, see Index map, page 335.

Route 174—Connection for Munising and Pictured Rocks of Lake Superior.

(54.9 m from Marquette.

71.7 m from Escanaba.)

Tourists wishing to use this route either from Marquette or from Menominee and Escanaba, follow routes Nos. 122 or 125 to the point brought out in the margin marked "Prominent road at schoolhouse."

- 0.0 0.0 **Prominent fork**—schoolhouse opposite. From this fork go straight east across RRs. (1.7 m & 4.8 m) to
 6.8 6.8 Prominent cross-road, cemetery on farther right; turn left for 5 miles to
 11.8 5.0 Cross-road 1 mile south of Chatham; turn right, follow almost straight road, passing **Dixon** (on left—15.3 m); RR. in sight most of the way. Follow main travel, crossing bridge (21.3 m), curving right a short distance beyond on direct road paralleling tracks (**Munising Junction** over to the left); crossing RR. just beyond, passing **Hallston** (on left—25.1 m), following winding but direct road close to RR. most of the way; bearing left (28.2 m) across tracks, directly into
 29.0 17.2 **MUNISING.**

Attention is called to the Trunk Line Index Map in Back of Book which shows more clearly than the chart the territory covered by this Volume.

Stop at THE SELLERS

The only hotel with baths

Rates \$2.00, \$2.50
and \$3.00

Stevens Point, Wisconsin

STEVENS POINT SECTION

ROUTES 176 TO 180.

Route Center—The Public Square has been taken as the starting point for all routes, as it is in the center of the city and most easily identified.

Points of Interest—**Stevens Point** might be termed one of the newer cities in the Northwest. Although in former years practically all its industries were connected with the lumbering interests, it is fast coming to the front as an industrial city. Within the past year the "Soo Line" has made this a division point and are already building immense shops, which will probably make this one of the largest terminal points of this system. With the completion of the Wisconsin River Electric Railroad from Madison additional facilities will be offered for reaching the city. Situated on the Wisconsin River, it is the starting point for many fishing and hunting parties. All fishermen will probably be interested in the Frost factory, which employs over 150 girls in the manufacture of fishing tackle. All automobilists will be glad to learn of the co-operation between the city and railroad officials for hauling in crushed stone for use on roads in the vicinity. The city intends to take every advantage of the offer of cheap freight rates to improve the roads in every direction.

Route 176—Stevens Point to Oshkosh, Wis.—79.1 m.

Route map, page 323

Reverse route, No. 148

Via Waupaca, Fremont and Dale. First part to Amherst being rather sandy road, from there to Fremont natural road but not much sand; gravel all the way from Fremont to Oshkosh or Appleton.

MILEAGES

Total Intermediate

0.0	0.0	STEVENS POINT —Public Square.
		Go east on Main St. for 5 blocks.
0.5	0.5	Division St.; turn right.
1.1	0.6	At concrete watering trough in triangle, bear left with macadam on Church St., crossing RR. at station (on right—1.2 m), leaving macadam (2.2 m); follow sandy road, crossing RR. (2.6 m); follow telephone poles, winding across iron bridge (2.9 m); keep straight ahead, avoiding right-hand road (3.2 m); pass cemetery (on right—4.1 m), following main telephone poles through all cross-roads; cross RR. (15.3 m), bearing left into road from right.
15.5	14.4	Amherst Jct. Straight ahead through town.
15.8	0.3	Turn left over RR. bridge and immediately right, following poles on direct road; cross RR. (17.4 m) to
17.5	1.7	AMHERST. Straight ahead through town, under RR. (17.7 m).
17.9	0.4	End of road; bear left with poles, following same on direct road with fairly good dirt, curving left and right over RR. bridge (20.6 m), running onto gravel, following same with telephone poles across RR. at Sheridan Station (23.5 m).
24.2	6.3	Keep straight ahead with poles, avoiding left-hand road, running onto sandy stretch (26.0 m).

- 27.2 3.0 3-corners; bear left with poles on gravel road again.
- 28.4 1.2 4-corners—grocery store on farther left; turn left with poles, meeting trolley line; follow same direct, avoiding left-hand street (29.1 m) to Court House, center of
- 30.0 1.6 **WAUPACA**, Main & Fulton Sts.
Turn right on near side of Court House for 2 blocks.
- 30.1 0.1 **Badger St.**; turn left, curving right into School St., past brick school (on left—30.3 m); follow macadam road.
- 30.8 0.7 Right-hand road; turn right with one line of telephone poles; follow macadam direct past small lake (on right—31.4 m); macadam ends just beyond; follow single-arm telephone line, avoiding right-hand road (32.8 m); keep straight ahead on direct road with some gravel and a few sandy spots.
- 38.0 7.2 Just after coming within sight of lake, bear left with good road (from right) direct to center of
- 38.8 0.8 **WEYAUWEGA**. Go 1 block beyond center of town, turn right at Chronicle office, going straight south out of town on gravel road, running down long grade (39.4 m).
- 42.5 3.7 4-corners—signboard on right; turn left, following built-up road across marsh through white birch woods.
- 43.8 1.3 Bear left into road from right, running along lake (on left).
- 45.1 1.3 Jog right and immediately left with road to end of same.
- 45.8 0.7 **FREMONT**. Turn square left across long iron bridge, following good gravel road direct, with main travel, passing intersections, winding upgrade (50.0 m) into
- 50.6 4.8 **REDFIELD**. Keep straight through small town, with main travel on fine road over rolling country; cross RR. (54.9 m).
- 55.0 4.4 **DALE**. Go straight ahead out of town, through **Medina** (57.0 m), crossing RR. (57.4 m), jogging left and right with road (58.3 m). **Take care not to pass**
- 61.0 6.0 4-corners, just after passing cheese factory—blacksmith shop on farther right.
Route No. 177 for Appleton goes straight ahead.
For Oshkosh turn right.
- 62.9 1.9 End of road; turn left about $\frac{1}{2}$ mile to first
- 63.5 0.6 Right-hand road; turn right, go straight south through all cross-roads on good gravel, crossing RR. (66.1 m), meeting Route 164 from the left (68.5 m) and trolley from the left (69.5 m), straight ahead with trolley across RR. (76.3 m).
- 77.2 13.7 Baseball Park over to left; turn left with one line of trolleys.
- 77.5 0.3 **Main St.**; turn right with trolley, following same across RR. (78.1 m) to center of
- 79.1 1.6 **OSHKOSH**, Main & High Sts.

Oshkosh Motor Car Co., 51 Jefferson Ave.

Oshkosh Tire Shop, 200 Main St.

For city map, see page 301. For diverging routes, see **Index map**, page 323.

Routes 177—178

Stevens Point Section

Route 177—Stevens Point to Appleton, Wis.—68.6 m.

Route map, page 323

Reverse route, No. 165

Via Waupaca, Fremont and Dale. First part to Amherst being rather sandy road, from there to Fremont natural road but not much sand; gravel all the way from Fremont to Oshkosh or Appleton.

MILEAGES
Total Intermediate

0.0 0.0 **STEVENS POINT**—Public Square.

For greater part of this route see Route No. 176 to

61.0 61.0 4-corners—blacksmith shop on farther right.

Route 176 for Oshkosh leaves to the right.

For Appleton, keep straight ahead on good gravel, crossing RR. (65.7 m).

66.8 5.8 Wide right-hand branch road; bear right with main travel.

67.9 1.1 6-corners; bear left on middle street, past iron watering trough (on right); cross RR. (68.1 m), following brick pavement on College Ave. to center of

68.6 0.7 **APPLETON**, College Ave. & Oneida St.

Walter Auto Co., 687 College Ave.

For diverging routes, see **Index map**, page 323.

Route 178—Stevens Point to La Crosse, Wis.—145.3 m.

Route map, page 366

Reverse route, No. 187

Via Marshfield, Neillsville, Blair and Galesville. First part over good natural roads and level country to Neillsville. From there on a sandy road through wild bottom lands to a few miles beyond Marillan, good valley roads to Blair, and then somewhat hilly most of the way to La Crosse.

Unless it is essential to go to Black River Falls we advise tourists to follow this route in preference to Route No. 178a.

MILEAGES
Total Intermediate

0.0 0.0 **STEVENS POINT**—Public Square.

For complete running directions on first part of this route, see Route No. 180 to

35.2 35.2 **MARSHFIELD**, Central Ave. & 2nd St.

Orrin R. Hughes Garage, Second St., Stock Michelin Tires.

For diverging routes, see **Index map**, page 366.

Turn left on Central Ave. (very wide street), going straight out of town across RR. (35.6 m).

35.9 0.7 4-corners—brick saloon on right; turn left 1 block, taking first right, cross RR. (36.7 m), running straight ahead to 4-corners locally known as

39.9 4.0 **Klondike Corners**—cheese factory on right, saloon on farther right; turn right and road is practically straight ahead for 18 miles on good dirt and gravel all the way, through all cross-roads, pass church and creamery (on right—47.9 m); cross RRs. (49.9 m & 50.7 m), passing small town of **Granton** over to the left (52.6 m), curving right and left with road (53.6 m).

57.9 18.0 End of road—brick house on left; turn left, meeting telephone line, curving right with road (58.5 m) and left (58.9 m), following poles straight ahead across RR. (60.8 m) bearing left up grade to center of

61.0 3.1 **NEILLSVILLE**—bank on farther right.

Turn right on 5th St. for 2 blocks to

Stevens Point Section

Route 178

- | | | |
|-------|-----|---|
| 61.1 | 0.1 | 1 block beyond brick church turn left, going straight out of town, curving left with road and telephone poles (63.0 m). |
| 64.5 | 3.4 | 4-corners—cheese factory on farther left; turn right with one line of telephone poles, curving left along river (65.5 m); pass brick school (65.9 m). |
| 66.0 | 1.5 | Avoid good right-hand road across iron bridge over river, following along north bank. |
| 68.6 | 2.6 | Fork; bear left with main travel, upgrade away from river. |
| 69.3 | 0.7 | 4-corners—creamery on left; turn right, running along river again to first. |
| 70.4 | 1.1 | Right-hand road; turn right across long iron bridge over Black River. |
| 70.6 | 0.2 | End of road; turn right with poles on sandy road to first |
| 70.9 | 0.3 | Left-hand road—farmhouse on right; turn left, leaving telephone line, straight through 4-corners (72.8 m). Road is with main travel and poles across sandy bottom lands. |
| 74.7 | 3.8 | End of road; turn left with main travel and poles, curving right with road (75.2 m). |
| 77.8 | 3.1 | End of road; turn left 1/2 mile. |
| 78.3 | 0.5 | End of road; turn right, still with poles, following same across RRs. (78.8 m & 79.4 m). |
| 79.5 | 1.2 | MARILLAN —iron clad store on right. Turn right around same 1 block and then left, crossing iron bridge (79.9 m). |
| 80.0 | 0.5 | 3-corners; bear right, crossing RR. (80.1 m); follow rather winding sandy road through wild bottom lands, recrossing RR. (82.5 m), running onto better roads. |
| 82.9 | 2.9 | Right-hand road—cemetery on left; turn right. |
| 83.4 | 0.5 | ALMA CENTER . Straight ahead through town, passing large brick church (on left—83.7 m), cross RR. (83.8 m). |
| 85.1 | 1.7 | Left-hand road; turn left, leaving telephone wires, passing cemetery (on left—85.5 m). |
| 87.8 | 2.7 | End of road; turn left with telephone line to first |
| 88.1 | 0.3 | Right-hand road—RR. straight ahead; turn right with poles. Road is straight ahead for over 7 miles, passing lake (on right—89.1 m), through northern edge of Hixton (90.4 m) to northern edge of |
| 91.4 | 3.3 | SECHLERVILLE —5-corners. Keep straight ahead with telephone poles, following good valley road past school (on right—94.3 m). |
| 95.2 | 3.8 | Fork; bear left with main travel and telephone poles. |
| 99.6 | 4.4 | End of road; turn left to first |
| 99.8 | 0.2 | Right-hand road—long iron bridge straight ahead; turn right with main travel. |
| 103.2 | 3.4 | At grist mill on farther left turn left, pass long iron bridge and 2 RRs. to center of |
| 103.5 | 0.3 | BLAIR —end of street—bank on farther left. Turn right. |
| 103.7 | 0.2 | At end of street, turn left past large brick church (on right) after turn. |

Route 178-A**Stevens Point Section**

- 104.0 0.3 End of road; turn right to first
 104.2 0.2 Left-hand road (road straight ahead is Route No. 188, Eau Claire).

For complete running directions rest of the way to La Crosse turn left and follow Route No. 182, which comes in at this point at mileage (44.9 m).

Route 178A—Stevens Point to La Crosse, Wis.—140.4 m.

Route map, page 366

Reverse route, No. 187A

Via Marshfield, Neillsville and Black River Falls. First part to Neillsville over level country on good natural roads practically all the way. From there to Marillan and Black River Falls is sandy road through very barren country most of the way. Rest of the distance, with the exception of a pretty bad stretch of sand just after leaving Melrose, is mostly good over very rolling country with several long winding grades.

MILEAGES

Total Intermediate

- 0.0 0.0 **STEVENS POINT**—Public Square.

For complete running directions on first part of this route see Route No. 178, to

- 79.4 79.4 **MARILLAN.** 1 block before center of town and immediately after crossing RR., turn left, passing iron water tower (on right) after turn.
- 79.8 0.4 3-corners—cemetery on left; bear left along tracks, keeping straight ahead with main travel.
- 82.3 2.5 End of road; turn left, curving right with road (82.8 m); follow narrow but good road on sandy dirt. **Caution** for sharp turn around hill (85.8 m).
- 86.7 4.4 End of road; jog left across RR., follow along tracks.
- 88.0 1.3 End of road; turn right with poles, recrossing tracks; cross another RR. (88.3 m), going straight ahead, running onto fine dirt road; jog right and left with poles (90.8 m), running downgrade across iron bridge into
- 91.4 3.4 **BLACK RIVER FALLS.** Turn right on principal street to center of town, passing Court House (on right); curve left upgrade.
- 91.6 0.2 At first cross-street at top of grade turn left, taking next right and then left again.
- 91.8 0.2 4-corners; turn right with main travel.
- 92.1 0.3 3-corners; turn left, passing Fair Grounds; follow telephone line, avoiding good road (on right) where 3-arm poles leave. Pass Charter Oak Mill (94.0 m), following along foot of bluff.
- 95.9 3.8 Fork; avoid right-hand road upgrade, following poles. **Caution** for rather narrow and built-up road across bottoms, running upgrade, with some exceptional views of Black River over to the left. Cross iron bridge above picturesque ravine (98.7 m).
- 101.0 5.1 Jog right and immediately left at **Irving Store**, crossing iron bridge; pass blacksmith shop (on left) and school (on right) still with telephone poles.
- 101.2 0.2 3-corners; bear right with poles and main travel.
- 101.6 0.4 Left-hand road; turn left down short grade across wooden bridge, running up long grade, following telephone poles

Stevens Point Section

Route 178-A

- at top of ridge, where descend corresponding grade on winding but direct road with 6-wire telephone line all the way, curving left into road from right (104.6 m), past creamery (on right—105.8 m) direct to center of
- 107.0 5.4 **MELROSE**—4-corners. Straight ahead through town with poles.
- 107.4 0.4 Fork; bear left, following poles, on good dirt road, crossing long iron bridge over Black River (108.7 m), curving left off of same; follow built-up road across river bottoms.
- 109.1 1.7 Right-hand road (road straight ahead leads upgrade); turn right, using **caution** for some bad sandy spots (probably covered with straw).
- 109.9 0.8 Right-hand road—bluff on left; turn right.
- 110.1 0.2 End of road; turn left with main travel to first
- 110.3 0.2 Right-hand road—yellow school on right; turn right, curving left with road (110.6 m), running upgrade; follow main travel on sandy road through rather wild country, with telephone poles all the way.
- 113.3 3.0 End of road; turn right with main travel into small settlement of
- 114.1 0.8 **Burr Oak**. Straight through with poles, curving left across iron bridge. Avoid right-hand road just beyond, meeting road from the left (114.9 m), still with poles. **Caution** for long winding upgrade with **several sharp** turns at steep places.
- 116.4 2.3 Running down long corresponding grade off of ridge.
- 117.7 1.3 Left-hand road; turn left with poles to center of
- 118.2 0.5 **MENDORA**—4-corners. Turn right, straight ahead on direct road over very rolling country, running upgrade through arch with roadway on top (122.1 m). **Caution** for long winding upgrade (123.1 m) and corresponding downgrade, following main travel all the way, curving left with road (126.3 m) across iron bridge.
- 126.7 8.5 End of road—school straight ahead; turn right, follow telephone poles on direct road, winding in spots, to end at
- 129.2 2.5 **HOLMEN**—gray brick store on left. Turn left, following fairly good sandy road with some short stretches of macadam, running downgrade into
- 131.6 2.4 **MIDWAY**—station ahead on left. Turn left along tracks, running upgrade onto macadam road (131.8 m); follow same straight ahead.
- 134.9 3.3 **ONALASKA**. Meeting trolley, continue straight ahead across RRs. 135.1 m & 135.5 m)—trolley leaves to the left (135.7m); keep ahead on macadam.
- 137.1 2.2 4-corners—trolley comes in from the left; keep ahead one block then turn right away from trolley, taking next left onto macadam street, going straight ahead across RR. (137.4 m); cross trolley (137.7 m).
- 137.9 0.8 **Clinton St.**—good macadam (dirt straight ahead); turn right for 4 blocks.

ORRIN R. HUGHES :: MARSHFIELD, WIS.

Storage, Washing, Supplies

First-class Repair Shop with competent mechanics

First-class Tire Repair Department

Marshfield has first-class Hotel and Garage Accommodations. Stop once and try them.

- 138.2 0.3 **Caledonia St.**—with trolley line; turn left, going 1 block beyond where trolley leaves to the right.
- 138.6 0.4 Turn right 1 block and next left over RR. bridge.
- 138.8 0.2 Turn right 1 block on Gould St., and then left into Mill St.; follow trolley and built-up macadam road, crossing RR. and bridge (139.7 m), curving right with trolley, straight ahead to Court House.
- 140.1 1.3 **State St.**; turn left 1 block to center of
- 140.2 0.1 **LA CROSSE**, State & 4th Sts.

Holway Garage, State & Fifth Sts.

P. Hofweber & Sons, 113 Main St., Stock Michelin Tires.

For city map, see page 365. For diverging routes, see Index map, page 366.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 180—Stevens Point to Eau Claire, Wis.—129.4 m.

Route map, page 366

Reverse route, No. 183

Via Marshfield, Abbottsford and Chippewa Falls. Over well traveled road practically all the way, with one or two short stretches of sand and some gravel; generally level country.

MILEAGES

Total Intermediate

- 0.0 0.0 **STEVENS POINT**, Public Square.
- From concrete watering trough go south 1 block, turning right on Clark St., crossing RR. and long iron bridge over Wisconsin River.
- 0.5 0.5 First cross-road beyond bridge—fine road ahead; turn right with telephone line on sandy stretch (this road may be improved in 1911). Follow poles on direct road with alternate stretches of macadam and sand across RR. (3.2 m).
- 7.5 7.0 4-corners—cheese factory on left; turn right with poles.
- 8.9 1.4 Where poles go straight ahead on narrow road bear left with main travel, winding to the right; meet telephone poles again (10.0 m), follow same on sandy stretch.
- 10.9 2.0 End of road; turn right with poles, crossing RR. (11.3 m).
- 11.6 0.7 4-corners; turn left.
- 12.4 0.8 **Junction City**. Cross 2 RRs. at station (on left) and go straight ahead along tracks past **Milladore Station** (16.9 m) and **Sherry Station** (19.9 m).
- 20.4 8.0 End of road; turn right away from tracks to first
- 21.2 0.8 4-corners; turn left with main travel and telephone poles direct through small town of **Auburndale** (25.2 m).
- 25.8 4.6 Jog left across RR. and immediately right along tracks.
- 26.1 0.3 Jog right and left, recrossing tracks, following telephone
- 27.1 1.0 End of road; turn right around cemetery away from RR.
- 27.7 0.6 Left-hand road; turn left with main travel and poles.
- 29.3 1.6 Jog left and right across RR., still with poles on good

- dirt road; keep straight ahead past Hewitt (30.3 m), where poles leave to the right.
- 32.2 2.9 4-corners; turn right, avoiding RR., past new asylum buildings (on left—32.6 m).
- 33.2 1.0 End of road—saloon on right; turn left, crossing RRs. (34.2 m & 34.6 m).
- 34.7 1.5 4-corners—school on left, church on farther left; turn right 2 blocks.
- 34.9 0.2 **2nd St.**; turn left center of
- 35.2 0.3 **MARSHFIELD**, Central Ave. & 2nd St.
 Orrin R. Hughes Garage, Second St., Stock Michelin Tires.
 For option to Withee, see Route No. 180a.
 For diverging routes, see Index map, page 366.
 Turn right on Central Ave., crossing a number of RRs. (35.3 m).
- 35.4 0.2 **West A St.**; turn left, passing large standpipe in park (on right).
- 35.8 0.4 Right-hand road; turn right with main travel, passing St. Joseph Hospital (on right—36.1 m).
- 36.7 0.9 Cross-road with telephone line; turn left with main travel, curving right with road and poles (37.4 m). Road is straight for nearly 7 miles, with telephone poles all the way; through **Mannville** (38.9 m), crossing RR. in town, parallel RR. (on left) all the way.
- 44.3 7.6 **SPENCER**. Jog right and immediately left.
- 44.5 0.2 End of road; turn left a short block and then right, curving left with the road.
- 44.6 0.1 End of road; turn right with poles.
- 46.3 1.7 End of road; turn left with main travel and poles to first
- 46.6 0.3 Right-hand road—RR. straight ahead; turn right around brick church, straight through **Romeo** (47.6 m).
- 48.5 1.9 4-corners; turn left with main travel and poles across RR. and immediately turn right along tracks.
- 50.5 2.0 Jog right and left across RR. Road is straight for over 4 miles, through **Unity** (51.3 m).
- 55.2 4.7 **COLBY**. Station on left. Keep straight ahead with poles across RR. (55.3 m).
- 57.6 2.4 **Second St.**; turn left with one line of telephone poles to center of
- 57.7 0.1 **ABBOTTSFORD**. Go straight ahead across RR. Road is straight for over 5 miles.
- 63.2 5.5 4-corners; turn right with poles, crossing RR. at **Curtiss** (63.8 m).
- 64.2 1.0 4-corners; creamery on left; turn left with poles and go straight ahead for nearly 6 miles.
- 70.0 5.8 4-corners; turn left, still with poles, crossing RR. (70.6 m).
- 70.7 0.7 At first road beyond RR. turn right with poles, crossing 2 sets of tracks (70.9 m) into small town of
- 71.0 0.3 **OWEN**. Straight ahead across RR. (71.2 m) to southern edge of

Route 180

Stevens Point Section

- 72.7 1.7 **WITHEE.** Two-story frame building on farther left.
Option via Greenwood comes in at this point.
Keep straight ahead, running downgrade across long iron bridge (74.7 m).
- 78.5 5.8 End of road; school straight ahead; turn right with poles for 1/2 mile.
- 79.0 0.5 4-corners; turn left with poles and main travel. Road is straight for over 10 miles through **Thorp** (82.8 m). **Caution** for rocky surface (84.8 m), cross RR. (87.0 m), follow along close to tracks straight ahead to center of
- 89.4 10.4 **STANLEY**, Broadway & 1st Ave.
Turn left on Broadway, crossing 2 RRs., go straight ahead for 1 mile across several small bridges.
- 90.4 1.0 Right-hand road; turn right with poles. Road is straight ahead for over 10 miles, crossing RRs. (97.2 m & 98.0 m)
- 100.5 10.1 Turn right with telephone poles, crossing RR. to **Cadott** (110.7 m), straight through on Main St. to
- 101.1 0.6 3-corners; bear left across iron bridge.
- 102.5 1.4 End of road; turn left around small store, running straight ahead with telephone poles. **Caution** for sharp left turn (106.4 m).
- 108.0 5.5 End of road; turn right with poles.
- 108.4 0.4 Turn left, still following poles, straight through **Anson** (109.4 m), crossing RR. in town.
- 110.8 2.4 Bear left with poles into road from right, running downgrade across long iron bridge over Chippewa River (110.9 m).
- 111.8 1.0 Bear right with poles, jogging left and right with road (112.3 m).
- 112.7 0.9 Left-hand road; turn left, leaving telephone poles, curving right with road (113.7 m) across RR. (114.7 m). Avoid road to the right (115.1 m).
- 115.3 2.6 4-corners; turn left, curving right with road just beyond. Avoid right-hand road just after turn, keeping straight ahead to main street of
- 116.2 0.9 **CHIPPEWA FALLS**, Bridge St. & Grand Ave.
Barker Auto Co., 16 E. Spring St., **Stock Michelin Tires.**
Turn left on Bridge St., follow trolleys.
- 116.3 0.1 Turn right for 1 block on Spring St. and next left for 1 block, turning right with trolley again on River St.
- 116.6 0.3 Turn left across RR. and long iron bridge over Chippewa River onto Main St. Cross another RR. (117.1 m). Trolley leaves to the right, keep straight ahead up slight grade, curving right around brick church (117.2 m). RR. comes in from the right again short distance beyond; keep straight ahead.
- 118.7 2.1 Bear left with telephone poles, leaving RR. and trolley.
- 120.5 1.8 End of road; turn right with poles and main travel.
- 121.1 0.6 Turn left, still with poles and main travel.
- 121.8 0.7 4-corners; turn left little over 1/2 mile, still with poles.
- 122.4 0.6 4-corners; turn right with poles.

Stevens Point Section

Route 180-A

- | | | |
|-------|-----|---|
| 122.9 | 0.5 | End of road; turn right with main travel, crossing 2 RRs. and trolley (123.6 m). |
| 124.5 | 1.6 | 4-corners; school on farther left; turn left with poles and main travel, meeting trolley from the left (126.4 m); follow same straight ahead, crossing RR. (126.7 m), re-crossing same just beyond. |
| 127.3 | 2.8 | Turn right with trolley to Omaha St. |
| 127.6 | 0.3 | McDonough St. ; turn left away from trolley for 3 blocks. |
| 128.1 | 0.5 | Madison St. ; turn right, keeping straight ahead across 2 RRs. (128.6 m), bearing left with trolley down sharp grade just beyond, following trolley to |
| 128.8 | 0.7 | Barstow St. (brick); turn left with trolley, go straight ahead across RR. and long iron bridge (128.9 m) to center of |
| 129.4 | 0.6 | EAU CLAIRE , Barstow & Jones Sts. Post Office on right. |

For city map, see page 378. For diverging routes, see **Index map**, page 366.
For through connections, see **Trunk-line Index map**, front of book.

Route 180A—Marshfield to Withee, Wis.

We understand at this date that this is preferable to the Abbottsford route. We were not able to give full details until after the through route had been completed.

MILEAGES

Total	Intermediate
-------	--------------

0.0	0.0	MARSHFIELD , Central Ave. & 2nd St.
-----	-----	--

Go north on Central Ave., crossing numerous RRs. at station.

0.2	0.2	West A St. ; turn left, passing large standpipe (on right) just after turn.
-----	-----	--

0.6	0.4	Right-hand road; turn right with main travel, passing hospital (on right—0.9 m).
-----	-----	--

1.5	0.9	Cross-road with telephone poles; turn left with main travel, curving right with road (2.4 m) along tracks, straight through small town of Mannville (3.7 m). Take care not to pass
-----	-----	--

5.1	3.6	Left-hand road; turn left across RR., leaving Abbottsford route. Jog right and left across small iron bridge (8.0 m), going straight ahead across RR. (14.4 m).
-----	-----	--

14.5	9.4	SPOKEVILLE . Straight ahead through town for 3 miles.
------	-----	--

17.5	3.0	Right-hand road; turn right, going straight to southern edge of
------	-----	---

18.9	1.4	LOYAL . Two brick churches on right, high steel watering tank on left; turn left for almost 5 miles.
------	-----	---

23.8	4.9	4-corners; turn right, meeting Route from Neillsville . Cross RRs. (25.4 m & 25.6 m) to center of
------	-----	--

26.0	2.2	GREENWOOD . Bank on right. Go straight ahead for over 12 miles, jogging slightly left and right across Popple River (30.7 m), through Longwood (34.0 m) to southern edge of
------	-----	---

38.3	12.3	WITHEE . Two-story frame building on left.
------	------	---

For **Eau Claire**, see Route No. 180.

Route 181

Eau Claire Section

Route 181—Eau Claire, Wis., to St. Paul, Minn.—87.0 m.

Route map, page 366

Reverse route, No. 193

Via Menominee and Hudson. Over generally level country, with some rolling sections on very good natural road most of the way, with one or two short stretches of sand.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 378.)

- | | | |
|------|-----|--|
| 0.0 | 0.0 | EAU CLAIRE , Barstow & Jones Sts.
From Post Office (on left) go north on Barstow St., keeping straight ahead with trolley across long concrete bridge and RR. (0.5 m). Trolley leaves to the right (0.6 m). |
| 0.7 | 0.7 | Madison St. ; turn left on macadam, crossing RR. (0.8 m), long iron bridge and another RR. just beyond. |
| 1.1 | 0.4 | Bellinger St. (with trolleys); turn right 1 block and then left, leaving trolley and brick pavement, running under RR. (1.4 m), keeping straight ahead on slightly winding but direct road through all cross-roads. |
| 8.0 | 6.9 | Right-hand road just after road turns left; turn right, running downgrade across iron bridge. Caution for winding upgrade just beyond, keeping straight ahead, avoiding road to the left (10.1 m). |
| 13.9 | 5.9 | Right-hand road just after road curves left; turn right with telephone poles, going straight ahead for nearly 5 miles. |
| 18.5 | 4.6 | 4-corners; school on farther left; turn right $\frac{1}{2}$ a mile. |
| 19.0 | 0.5 | Cross-road with heavy telephone lines; turn left, running straight ahead with poles; follow poles (22.9 m). |
| 23.0 | 4.0 | End of street; jog left 1 block, turning right with poles. |
| 23.3 | 0.3 | Main St. ; bear right at concrete watering trough (on left) onto brick pavement, straight ahead to center of |
| 23.7 | 0.4 | MENOMINEE , Broadway & Main Sts. High school on left.
Turn right on Broadway, shortly running down long grade, curving right across long iron bridge and RR. (24.2 m). Caution for sharp curves just beyond RR. Cross over RR. bridge (24.5 m), keeping straight to center of |
| 25.3 | 1.6 | North Menominee. Go one block beyond center of town, turning left at church with main travel. |
| 25.7 | 0.4 | Turn right with telephone poles and main travel, running through small cut on short sandy stretch, crossing RR. (27.0 m). |
| 27.3 | 1.6 | End of road; turn left, still with poles, over rather poor stretch of road. Caution for winding road across 2 RRs. at brick yard (on left—29.0 m) and sharp curves on winding downgrade just beyond. |
| 29.7 | 2.4 | Avoid road to the right, keeping ahead, curving right and left across RR. (31.3 m). |
| 32.0 | 2.3 | Turn left with main travel and poles, recrossing RR., follow along tracks for nearly 2 miles. |
| 34.2 | 2.2 | 4-corners; turn left away from tracks for 2 blocks. |

Eau Claire Section

Route 181

- 34.3 0.1 Turn right between school and church, center of
- 34.7 0.4 **KNAPP.** Turn right, curving left with road at station, keeping along RR.
- 35.2 0.5 Jog right across tracks and immediately left, recrossing tracks (35.8 m), parallel RR. for nearly 2 miles on narrow valley road.
- 38.1 2.9 End of road just beyond small iron bridge; turn right, follow winding road, running upgrade straight ahead across RRs. (39.3 m) to center of
- 39.5 1.4 **WILSON.** Straight through town.
- 39.7 0.2 End of road; turn right, taking next left with main travel (39.9 m). Road is straight ahead for about 9 miles, over RR. bridge (41.2 m), crossing RRs. (44.2 m, 45.2 m & 47.5 m).
- 48.6 8.9 End of road; jog right with main travel, taking next left.
- 49.2 0.6 At creamery (on left) turn right, turning left at livery barn to center of
- 49.4 0.2 **BALDWIN.** Straight ahead 1 block, turning right around church across RR.
- 50.3 0.9 4-corners; small farm house on farther right; turn left with poles and main travel. Road is straight ahead over slightly rolling country for about 19 miles, through northern edge of **Hammond** (52.3 m), crossing RR. (54.3 m) with double line of telephone poles all the way, running down long grade (68.6 m) to
- 69.0 18.7 **Second St.** at foot of grade; high stone walls on right and left; turn left to center of
- 69.1 0.1 **HUDSON.** Keep ahead on 2nd St.
- 69.4 0.3 Turn right across RR. to ferry landing—rates 50c to 65c.
- 69.5 0.1 Leaving ferry, run straight away from river under RR.
- 69.6 0.1 **LAKELAND, MINN.** Post Office on left. Turn right 1 block then left with main travel. **Caution** for winding upgrade (70.0 m). Straight ahead on level road with good gravel most of the way.
- 80.2 10.6 4-corners; lake on right; turn right, leaving telephone poles for 1 mile.
- 81.2 1.2 4-corners; turn left on macadam, meeting telephone line. Straight ahead for nearly 4 miles.
- 84.9 3.7 Bear slightly left into 7th St., following trolley to
- 85.5 0.6 **Maria Ave.**; turn left with branch line of trolley for 1 block and then right into 6th St., which follow over RR. viaduct (85.8 m), jogging slightly left and right across Broadway (86.4 m), keeping straight ahead to
- 86.9 1.4 **Wabasha St.**; turn left 1 block to Court House, center of
- 87.0 0.1 **ST. PAUL,** Wabasha & 5th Sts.

Hotel Ryan, Sixth & Robert Sts.

H. H. Harrison, 650 Grand Ave., Stock Michelin Tires.

St. Paul Motor Vehicle Co., 50 E. 4th St., Stock Michelin Tires.

For Minneapolis, see route No. 191.

For city map, see page 388. For diverging routes, see Index map, page 366.

For through connections, see Trunk-line Index map, front of book.

Route 182

Eau Claire Section

Route 182—Eau Claire to La Crosse, Wis.—86.0 m.

Route map, page 366

Reverse route, No. 188

Via Whitehall and Galesville. Large part of the distance being over level country but rather rolling, with some steep grades where route leads over the ridges. Road surface being mixture of sandy loam with quite a good deal of clay on the hills. Very fine views are had along ridges.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 377.)

0.0	0.0	EAU CLAIRE , Barstow & Jones Sts. Post Office on right.
		Go south 2 blocks with trolley.
0.1	0.1	A park on farther left turn left around church 1 block and then right into Farwell St. for 4 blocks.
0.5	0.4	Washington St. ; turn left with main travel, curving right a short distance beyond, going almost straight south on Bluff St., running upgrade (0.7 m).
1.2	0.7	Fork; bear left, straight ahead on direct road, avoiding road to the right (2.0 m) and road to the left (3.8 m).
4.7	3.5	End of road; ice house and creamery on right; turn right with main travel to first
5.0	0.3	4-corners; church on left, school on right; turn left, meeting main telephone line, which follow, curving right with same (5.8 m).
6.1	1.1	Left-hand road; school on left; turn left with poles, going straight ahead through diagonal cross-roads (8.9 m)
10.8	4.7	BRACKETT . Straight ahead, avoiding road to the right (10.9 m), through prominent cross-road (12.8 m). Road is almost straight ahead, curving right with poles (20.1 m). Poles leave to the left a short distance beyond.
20.7	9.9	End of road; turn left and Take care not to pass first
21.0	0.3	Right-hand road (road ahead leads to Osseo , about 2 miles); turn right on sandy stretch, running under RR. bridge (21.3 m), running up long winding grade (24.2 m), going down off of ridge (24.6 m).
30.2	9.2	End of road; turn right to first
30.4	0.2	Left-hand road; bear left up slight grade straight through diagonal cross-roads (30.8 m & 32.0 m). Caution for winding upgrade (32.6 m); fine view from top of ridge (33.1 m).
33.2	2.8	Fork; bear right with poles on winding ridge road.
34.5	1.3	Fork; bear left, shortly running down winding grade.
36.5	2.0	End of road; turn right with poles to first
36.9	0.4	Left-hand road; long iron bridge on left (road straight ahead leads to Independence); turn left, crossing bridge. Avoid road to the right just beyond, going straight ahead to center of
37.4	0.5	WHITEHALL . Continue straight ahead through town across RR.
37.6	0.2	End of street; turn left, following main travel and telephone poles, turning right with road (38.1 m).
39.4	1.8	Fork; bear right with telephone poles up slight grade with RR. (on left).

- 43.3 3.9 End of road; turn left, still with poles.
- 44.9 1.6 Right-hand road (**Blair** may be seen about $\frac{1}{2}$ mile straight ahead); **turn right**.
Route No. 178 comes in from Neillesville.
- 46.1 1.2 Left-hand road; turn left, follow telephone poles, avoiding road to the left (46.2 m), running up winding grade (47.5 m) and down corresponding grade.
- 49.6 3.5 End of road; turn left for $\frac{1}{2}$ mile.
- 50.1 0.5 Right-hand road; turn right with poles, following same almost straight ahead through all intersecting roads, bearing right at brick school (on left—51.6 m) to small town of
- 54.4 4.3 **ETTRICK**. Fork; blacksmith shop in angle. Bear right with poles, following same direct to diagonal 4-corners, center of
- 57.4 3.0 **FRENCHVILLE**. Bear left, still with poles, curving right with road at sandy stretch (60.2 m), curving left around cemetery (62.4 m) and right around pond, crossing iron bridge into
- 62.7 5.3 **GALESVILLE**. Center of town on right, up slight grade.
Continue straight ahead on River St. down slight grade.
- 62.9 0.2 4-corners; turn left across RR. and iron bridge. **Caution** for sharp curve on upgrade.
- 63.1 0.2 End of road; turn left with main travel, shortly running up long winding grade (view of Decora Peak ahead), avoiding road to the right (64.5 m), down long corresponding grade (65.0 m). Avoid road to the left (65.5 m). **Caution** for sharp right turn at foot of hill (66.0 m).
- 66.5 3.4 4-corners; brick house on farther right; turn right with main travel; follow same on winding road.
- 68.0 1.5 End of road immediately after crossing long iron bridge; turn right up long sandy grade (probably covered with straw); follow direct road along foot of bluffs (on left) to center of
- 75.0 7.0 **HOLMEN**. Continue straight ahead through town over sandy road with short stretches of macadam, running downgrade into small town of
- 77.4 2.4 **MIDWAY**. Station ahead on the left. Turn left along tracks, running upgrade onto macadam road (77.6 m); follow same straight ahead.
- 80.7 3.3 **ONALASKA**. Meeting trolley, continue straight ahead with same across RRs. (80.9 m & 81.3 m). Trolley leaves

12

WHEN you buy a speed indicator ask to be shown its "insides." Use a microscope if possible. Then examine the insides of the Warner—"The Aristocrat of Speed Indicators"—in the same way. Then you'll know the difference between a "device" and a true Quality Instrument.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 183

Eau Claire Section

- to the left (81.5 m); keep ahead on macadam.
- 82.9 2.2 4-corners; trolley comes in from the left; turn right away from trolley for 1 block and then left onto macadam street, going straight ahead across RR. (83.2 m). Cross trolley (83.5 m).
- 83.7 0.8 **Clinton St.**; good macadam, dirt straight ahead; turn right for 4 blocks.
- 84.0 0.3 **Caledonia St.**, with trolley line; turn left, going 1 block beyond where trolley leaves to the right.
- 84.4 0.4 Turn right 1 block and next left over RR. bridge.
- 84.6 0.2 Turn right 1 block on Gould St. and then left into Mill St.; follow trolley and built-up macadam road cross RR. and bridge (85.5 m), curving right with trolley straight ahead to Court House.
- 85.9 1.3 **State St.**; turn left 1 block to center of
- 86.0 0.1 **LA CROSSE**, State & 4th Sts.

Holway Garage, State & Fifth Sts.

P. Hofweber & Sons, 113 Main St., **Stock Michelin Tires.**

For city map, see page 365. For diverging routes, see **Index map**, page 366.

For through connections, see **Trunk-line Index map**, front of book.

Route 183—Eau Claire to Stevens Point, Wis.—129.4 m.

Route map, page 366

Reverse route, No. 180

Via Chippewa Falls, Abbottsford and Marshfield. First part to Chippewa Falls being well traveled road but rather sandy. In the main this route is over rather level country with some rolling stretches of rather hard clay surface, though some short sandy stretches will be found.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 378.)

- 0.0 0.0 **EAU CLAIRE**, Barstow & Jones Sts.
- From Post Office (on left) go north on Barstow St. with trolley, crossing long concrete bridge and RR. (0.5 m); keep right, with trolley (0.6 m), for 2 blocks, turning left with branch line of trolley upgrade across 2 RRs., bearing right into
- 0.8 0.8 **Madison St.**; keep ahead with trolley up slight grade on wide macadam for short distance to
- 1.3 0.5 **McDonough St.**; turn left 3 blocks.
- 1.6 0.3 **Omaha St.**; turn right, meeting trolley again.
- 2.1 0.5 End of street; turn left with trolley and main travel, crossing RR. (2.6 m), recrossing same just beyond; keep straight ahead.
- 4.9 2.8 4-corners; school on left; turn right with main travel, keeping straight ahead, where good road leaves to the left (5.4 m), crossing trolley and 2 RRs. (5.8 m).
- 6.5 1.6 Left-hand road; turn left with telephone poles.
- 7.0 0.5 4-corners just after passing school (on left); turn left with poles for little over $\frac{1}{2}$ a mile.
- 7.6 0.6 4-corners; turn right with poles.
- 8.3 0.7 End of road; turn left, still with poles.
- 8.9 0.6 Left-hand branch road; bear left with poles.
- 10.7 1.8 Avoid trolley and RR. crossing by curving right.
- 11.7 1.0 Fork; bear right, leaving poles and tracks, curving slightly left around brick church (12.2 m); cross RR.

Eau Claire Section

Route 183

- (12.3 m), meeting trolley just beyond; follow same on Main St., crossing long iron bridge and RR. (12.7 m), curving right with trolley just beyond into River St.
- 13.0 1.3 Turn left 1 block on Bay St. with trolley, then right 1 block to Bridge St., turning left on same with trolley to center of
- 13.2 0.2 **CHIPPEWA FALLS**, Bridge St. & Grand Ave.
Barker Auto Co., 16 E. Spring St., Stock Michelin Tires.
One block before Post Office (on right) turn right into Grand Ave., running straight ahead out of city upgrade (13.4 m).
- 14.1 0.9 4-corners just after road turns left; turn right, crossing RR. (14.7 m).
- 14.8 0.7 Fork; house in angle (sign "To Anson" on right); bear right, curving left with road (15.7 m).
- 16.7 1.9 End of road; turn right, meeting telephone poles, jogging left and right with road (17.0 m).
- 17.6 0.9 Left-hand branch road; bear left with main travel and poles, crossing long iron bridge over Chippewa River (18.3 m).
- 18.6 1.0 Right-hand branch road; bear right, still with poles, crossing RR. in center of
- 20.0 1.4 **ANSON**. Straight ahead for 1 mile.
- 21.0 1.0 End of road; turn right with poles.
- 21.4 0.4 Left-hand road; turn left, still with poles. **Caution** for sharp right curve (23.0 m); keep straight ahead through all cross-roads.
- 26.9 5.5 Right-hand road; small store on right; turn right.
- 28.3 1.4 Fork immediately beyond iron bridge; bear right on Main St. to center of
- 28.7 0.4 **CADOTT**. Straight ahead across RR.
- 28.9 0.2 End of road; turn left with poles. Road is straight through all cross-roads for 10 miles over rolling country on good gravel. **Caution** for very dangerous RR. (31.4 m), crossing another RR. (32.2 m).
- 39.0 10.1 End of road; turn left 1 mile to center of
- 40.0 1.0 **STANLEY**. Immediately after crossing RR., turn right on 1st Ave., passing station; keep straight ahead along tracks on direct road for over 10 miles, crossing RR. (42.4 m), through rather rocky fields (44.5 m), straight through **Thorp** (46.6 m) and prominent 4-corners (49.5 m).
- 50.4 10.4 4-corners; turn right with poles and main travel for 1/2 mile.
- 50.9 0.5 Left-hand road; school on right; turn left, still with poles, crossing long iron bridge (54.7 m), running upgrade just beyond straight ahead to southern part of
- 56.7 5.8 **WITHEE**. Two-story frame building on right.
See Route No. 183a for connection to Marshfield not through Abbottsford. **Note A** for connection to Neillsville.
For Abbottsford, keep straight ahead, crossing RR. (58.2 m) and another RR. (58.3 m) to center of

Route 183**Eau Claire Section**

- 58.4 1.7 **OWEN.** Straight ahead, crossing 2 RRs. (58.5 m).
58.7 0.3 End of road; turn left with poles across RR.
59.4 0.7 4-corners; turn right, still with poles. Road is straight ahead for 6 miles, passing sawmill (62.5 m).
65.2 5.8 4-corners; creamery on right; turn right with poles, crossing RR. at **Curtiss** (65.6 m).
66.2 1.0 4-corners; turn left, still with poles. Road is straight for over 5 miles to center of
71.7 5.5 **ABBOTTSFORD**, Spruce & 1st Sts.
Keep straight ahead on Spruce St. for 2 blocks.
71.8 0.1 **Division St.**; turn right. From here nearly all the way to **Marshfield** route follows Bell telephone poles. Cross RR. (74.1 m), straight through **Colby** (74.2 m).
74.7 2.9 Route No. 183B to **Wausau** leaves to the left. Keep straight ahead through **Unity** (78.1 m), running along close to RR.
78.9 4.2 Jog right across tracks and immediately left along same.
80.5 1.6 4-corners; turn left with poles, recrossing RR.
80.9 0.4 4-corners; turn right with poles through small town of **Romeo** (81.8 m).
82.8 1.9 End of road; brick church on left; turn left away from RR. to first
83.1 0.3 Right-hand road; turn right with main travel and poles.
84.8 1.7 Left-hand road immediately before RR.; turn left, curving right with road just beyond.
84.9 0.1 Turn left with poles, taking next right immediately beyond to center of
85.1 0.2 **SPENCER.** Jog slightly right and immediately left, running along tracks past station (on right). Road is straight ahead with telephone poles for over 6 miles, avoiding road to the left (89.2 m), crossing RR. in **Mannville** (90.5 m).
91.9 6.8 Curve left with road away from tracks, passing stone creamery.
92.7 0.8 4-corners; turn right with main travel, leaving telephone poles, straight ahead to end of street at
93.6 0.9 **West A St.**; turn left with main travel, passing park with large standpipe in center.
94.0 0.4 **Central Ave.**, 1 block beyond standpipe; turn right, crossing numerous RRs. to center of
94.2 0.2 **MARSHFIELD**, Central Ave. & 2nd St.
Orrin R. Hughes Garage, Second St., Stock Michelin Tires.
For diverging routes, see **Index map**, page 366.
Turn left on 2nd St. for 4 blocks.
94.5 0.3 RR. just ahead; turn right 2 blocks.
94.7 0.2 At church (on right), school (on left) turn left, crossing

Attention is called to the **Trunk Line Index Map in Back of Book** which shows more clearly than the chart the territory covered by this Volume.

Eau Claire Section

Route 183

- RRs. (94.8 m & 95.2 m). **Take care not to pass**
- 96.2 1.5 Right-hand road; brick saloon on farther right, RR. just ahead; turn right 1 mile, passing new asylum buildings (on right—96.8 m).
- 97.2 1.0 4-corners; turn left away from RR. crossings, going straight ahead on direct road, passing **Hewitt** over to the right (99.1 m). Telephone poles come in from the left. Follow poles, jogging left and right across RR. (100.1 m).
- 101.7 4.5 End of road; turn right with poles and main travel.
- 102.3 0.6 Just before RR. crossing turn left around cemetery with poles.
- 103.3 1.0 Jog right across RR. and immediately left, recrossing tracks (103.6 m); follow along same straight through small town of **Auburndale** (104.2 m).
- 108.2 4.9 4-corners; turn right with main travel and poles.
- 109.0 0.8 Just before RR. turn left, passing **Sherry Station** (on right—109.5 m); keep straight ahead along tracks past **Milladore Station** (112.5 m), on good dirt road.
- 117.0 8.0 **Junction City**. At station (on right) cross 2 RRs., continuing with telephone poles.
- 117.8 0.8 4-corners; turn right with poles, crossing RR. (118.1 m).
- 118.5 0.7 Left-hand road; turn left with main travel and poles over short sandy stretch. **Take care not to pass**
- 119.4 0.9 Right-hand road; turn right with main travel, leaving telephone poles; follow winding road, curving back to the left, meeting poles again (120.5 m).
- 121.9 2.5 4-corners; cheese factory on farther left; turn left with poles on sandy road for short distance, running onto good dirt road; follow main travel and poles straight ahead across RR. (126.2 m), one or two bad stretches of sand where road runs along Wisconsin River (this may be improved in summer of 1911).
- 128.9 7.0 4-corners; turn left on good road with poles, crossing long iron bridge and RR.
- 129.3 0.4 Turn left 1 short block to center of
- 129.4 0.1 **STEVENS POINT**, Public Square with concrete watering trough.

The Sellers Hotel.

For diverging routes, see Index map, page 366.

Note (a)—Withee to Neillsville connecting at that point with Route No. 179 to La Crosse. At old two-story frame building in southern edge of town go straight south on direct road for 25 miles passing through **Longwood** (4.3 m), **Greenwood** (12.3 m), cross 2 RRs. (12.7 m & 12.9 m), keep straight ahead on direct road. Turn left with road (25.2 m), fork just beyond long iron bridge (27.1 m), bear left across RR., up slight grade to center of **Neillsville** (27.3 m), **Hewitt & 5th Sts.**, First National Bank on farther right. For La Crosse, see Route No. 180.

13

WHAT can you expect for your money in a "speed indicator" which sells for \$25.00 or \$35.00 and on which the dealer frequently gets a discount of 60%—10% and 5%. The Warner sells for more money—carries a small, legitimate, commercial discount to the dealer—and is big value at that.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Routes 183 A & 184

Eau Claire Section

Route 183A—Withee to Marshfield, Wis.—38.3 m.

As this volume goes to press we understand that this is a better route than via Abbottsford.

MILEAGES
Total Intermediate

0.0	0.0	WITHEE , southern edge of town. Two-story frame building on southwest corner. Go straight south through Longwood (4.3 m), crossing Popple River (7.6 m).
12.3	12.3	GREENWOOD . Bank on left. Keep straight ahead, crossing RRs. (12.7 m & 12.9 m).
14.5	2.2	4-corners; leave route to Neillsville . Turn left straight to southern edge of
19.4	4.9	LOYAL . High steel water tank on right, two churches ahead on opposite sides of street; turn right.
20.8	1.4	End of road; turn left, straight through Spokeville (23.8 m), cross RR. (23.9 m), jog right and left across small iron bridge (30.3 m).
33.2	12.4	End of road immediately after crossing RR.; turn right along tracks, avoiding road to the left (33.3 m), crossing branch RR. (34.5 m), running straight through Mannville , curving left with road away from tracks (36.0 m), passing creamery (on right) just after turn.
36.8	3.6	4-corners; turn right with main travel, leaving telephone poles, going straight ahead to end of street at
37.7	0.9	West A St. ; turn left, passing large standpipe in park.
38.1	0.4	Central Ave. , 1 block beyond watering tower; turn right, crossing a number of tracks to center of
38.3	0.2	MARSHFIELD , Central Ave. & 2nd St.

Orrin R. Hughes Garage, Second St., Stock Michelin Tires.

For diverging routes, see Index map, page 366.

Route 184—Chippewa Falls to Chetek, Wis.—38.3 m.

Route map, page 366

Reverse route, No. 184r

A short route into a well-known resort section through sparsely settled country over level gravel roads most of the way, although the hills are rather rough in a few places.

MILEAGES
Total Intermediate

0.0	0.0	CHIPPEWA FALLS , Columbia Ave. & Bridge St. Post Office on right. Go east on Columbia Ave., crossing iron bridge (0.1 m), running upgrade to
0.3	0.3	Turn left with telephone poles, continuing upgrade; follow poles straight ahead through all cross-roads. Cross RR. (4.8 m) straight through Eagle Point (8.3 m).
10.9	10.6	Fork; road house in angle; bear left a short distance, turning right at end of road.
12.8	1.9	End of road; irregular 4-corners; jog left and immediately right around school, following telephone poles.
17.2	4.4	End of road; turn left, curving right with road.
18.4	1.2	End of road; turn left for nearly 1 mile.
19.3	0.9	4-corners; turn right.
21.2	1.9	Right-hand road; turn right with main travel.
22.0	0.8	Left-hand road; turn left, still with main travel, to first
22.5	0.5	4-corners; turn right, meeting double telephone line, going straight ahead nearly 1½ miles.

Eau Claire Section

Route 184-R

- 23.9 1.4 Left-hand road; small house on farther left; turn left, curving right with road a short distance beyond.
- 24.6 0.7 End of road; turn left, still with main travel, turning right (25.8 m).
- 26.3 1.7 End of road; turn left with poles.
- 27.7 1.4 End of road; turn right with poles and main travel.
- 30.1 2.4 4-corners; turn left for almost 3 miles.
- 33.0 2.9 4-corners; church on left; turn right for nearly 1 mile.
- 33.9 0.9 4-corners; turn left with poles, curving right in woods
- 36.2 2.3 End of road; turn left with main travel, following same straight ahead between lakes, over long bridge.
- 37.5 1.3 End of road; turn left downgrade, curving right just beyond across long wooden bridge to center of
- 38.3 0.8 **CHETEK.** Bank and Post Office on right.

Route 184R—Chetek to Chippewa Falls, Wis.—38.3 m.

Route map, page 366

Reverse route, No. 184

Over level country on good gravel roads most of the way, although one or two short hills will be encountered which are rather rough. Route is through poorly settled country practically the entire distance.

MILEAGES

Total Intermediate

- 0.0 0.0 **CHETEK.** From bank and Post Office (on left) go south, crossing long wooden bridge (0.7 m), curving left off of same upgrade to first
- 0.8 0.8 Right-hand road; turn right with main travel, passing between lakes, curving right off of iron bridge (1.6 m).
- 2.1 1.3 Right-hand road; turn right with main travel, curving left in woods just beyond; follow telephone poles.
- 4.4 2.3 4-corners; turn right with poles almost 1 mile.
- 5.3 0.9 4-corners; church on farther left; turn left, still with poles for nearly 3 miles.
- 8.2 2.9 4-corners; turn right over rather rough and hilly road.
- 10.6 2.4 Prominent left-hand road; turn left with main travel.
- 12.0 1.4 Right-hand road; turn right with poles.
- 13.7 1.7 Right-hand road; turn right, still with main travel, curving left with road (14.2 m).
- 14.4 0.7 End of road; turn right, meeting telephone line.
- 15.8 1.4 Prominent 4-corners; signboard on left; turn left.
- 16.3 0.5 End of road; turn right with main travel.
- 17.1 0.8 End of road; turn left for nearly 2 miles.
- 19.0 1.9 4-corners; turn left for almost 1 mile.
- 19.9 0.9 Right-hand road; turn right.
- 21.1 1.2 Turn right, follow telephone line straight ahead.
- 25.5 4.4 Jog left and immediately right through irregular 4-corners at school house (on left). **Take care not to pass**
- 26.3 0.8 Left-hand road; turn left.
- 27.4 1.1 Fork; bear right through **Eagle Point** (30.0 m), crossing RR. (33.5 m).
- 38.0 10.6 End of road on downgrade; turn right, continuing downgrade across iron bridge to center of
- 38.3 0.3 **CHIPPEWA FALLS,** Columbia Ave. & Bridge St.

Barker Auto Co., 16 E. Spring St., Stock Michelin Tires.

For diverging routes, see Index map, page 366.

LA CROSSE SECTION

ROUTES 185 TO 190.

Route Center—The Court House at the intersection of 4th and State Sts. has been taken as the starting point for all routes, as it is most easily identified and is convenient to hotels and garages.

Points of Interest—La Crosse, once a lumbering center, has taken full advantage of its natural location on the Mississippi River to make itself one of the most beautiful manufacturing cities in the state. The first white settler, Nathan Myrich, erected buildings here as a trader in 1842. Later it was laid out as a village by Timothy Burns, afterwards Lieutenant Governor of Wisconsin. The principal manufacturing interests today are La Crosse Plow Works, Rubber Mills and Hackner Altar Works. A short trip around the city to tourists who have time is well worth while. Leaving the Court House, go south on 4th St. to Main St., which follow eastward past the Public Library, founded by Gov. Washburn and later endowed by prominent citizens, in the corridor of which is a painting by Leopold Landeau, a former resident. Continue 4 blocks east, turning north on West Ave. past General Hospital to the Losey Memorial Arch, marking the entrance to Oak Grove Cemetery (forbidden to automobilists). To the eastward is Myrick Park, and a little beyond the golf grounds and club house of the Country Club at the foot of "Gran-dad Bluff," the top of which may be reached over well paved road through Dixon Forest, a part of the city park system. An ascent to the top of the bluff will be repaid by the exceptional view of the city and Minnesota bluffs in the distance. Pettibone Park, situated on an island in the river, reached by means of a toll bridge, has been established at considerable cost to the city, and is noted for its great variety of forest trees. Many attractive short trips are offered out of La Crosse, the finest of which being that as given in Note (a) at the end of Route No. 190.

Route 185—La Crosse to Madison, Wis.—145.6 m.

Route map, page 366

Reverse route, No. 134

First part to Kendalls follows ridge road almost all the way with fairly good clay surface. From there to Baraboo is mostly a sandy road following valleys. Rest of the way to Madison is largely macadam or gravel, although there are one or two short stretches of rather rough road.

MILEAGES

Total Intermediate

0.0	0.0	LA CROSSE , State & 4th Sts.
		From Court House (on right) go south on 4th St., curving slightly left (0.1 m), straight ahead on brick pavement.
0.8	0.8	Jackson St. ; turn left.
1.9	1.1	Just after crossing RR., bear right with macadam, crossing another RR. (2.8 m).
3.1	1.2	Fork; roadhouse in angle; keep left, avoiding right-hand road (4.2 m) and left-hand road (4.8 m). Special caution for long winding upgrade for almost 2 miles.
6.2	3.1	Avoid left-hand road, continuing upgrade, bearing right with main travel (10.8 m), straight through small towns of St. Joseph (13.4 m) and Newbergs Corners (15.8 m).
17.3	11.1	Left-hand road; turn left with main travel.
18.3	1.0	Fork; bear right with main travel down grade through Middle Ridge (18.5 m), passing school and church (19.1 m) to school and church (19.1 m) to
21.7	3.4	End of road; turn right downgrade, curving left with main travel at bottom; follow winding road.
23.4	1.7	End of road; turn right with main travel, running downgrade, curving right (24.4 m), upgrade to end of road.

New Phone 877R

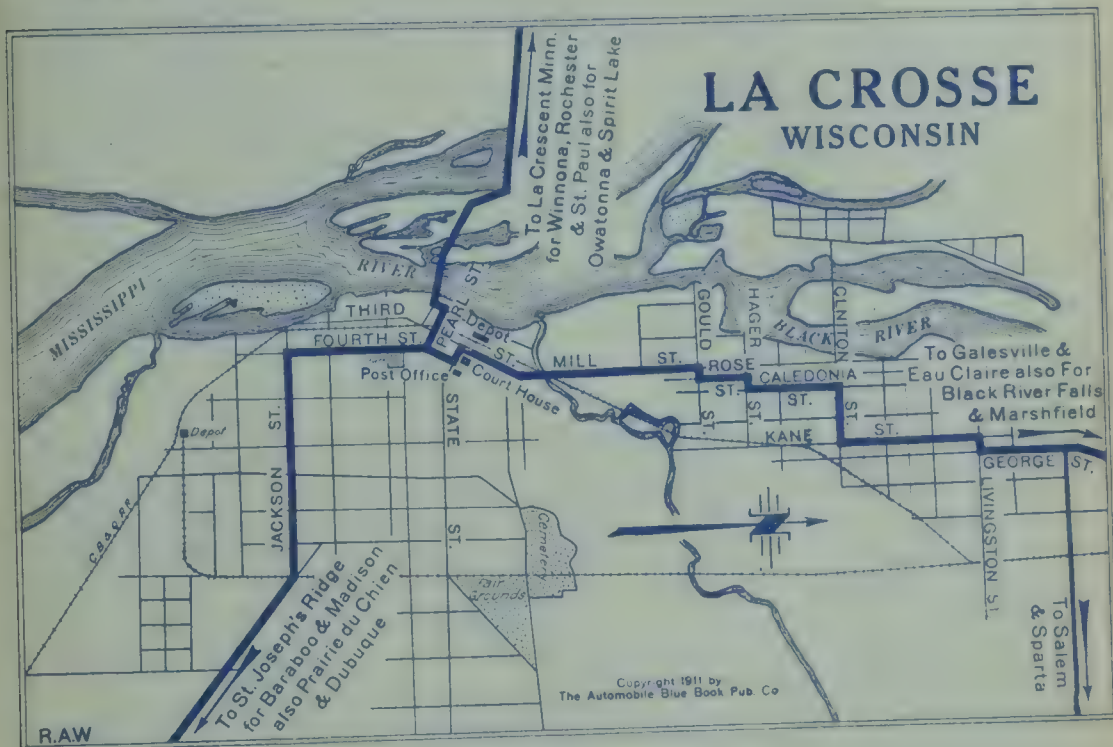
Bell Phone 6983

HOLWAY GARAGE

Automobile Storage, Supplies, Repairing

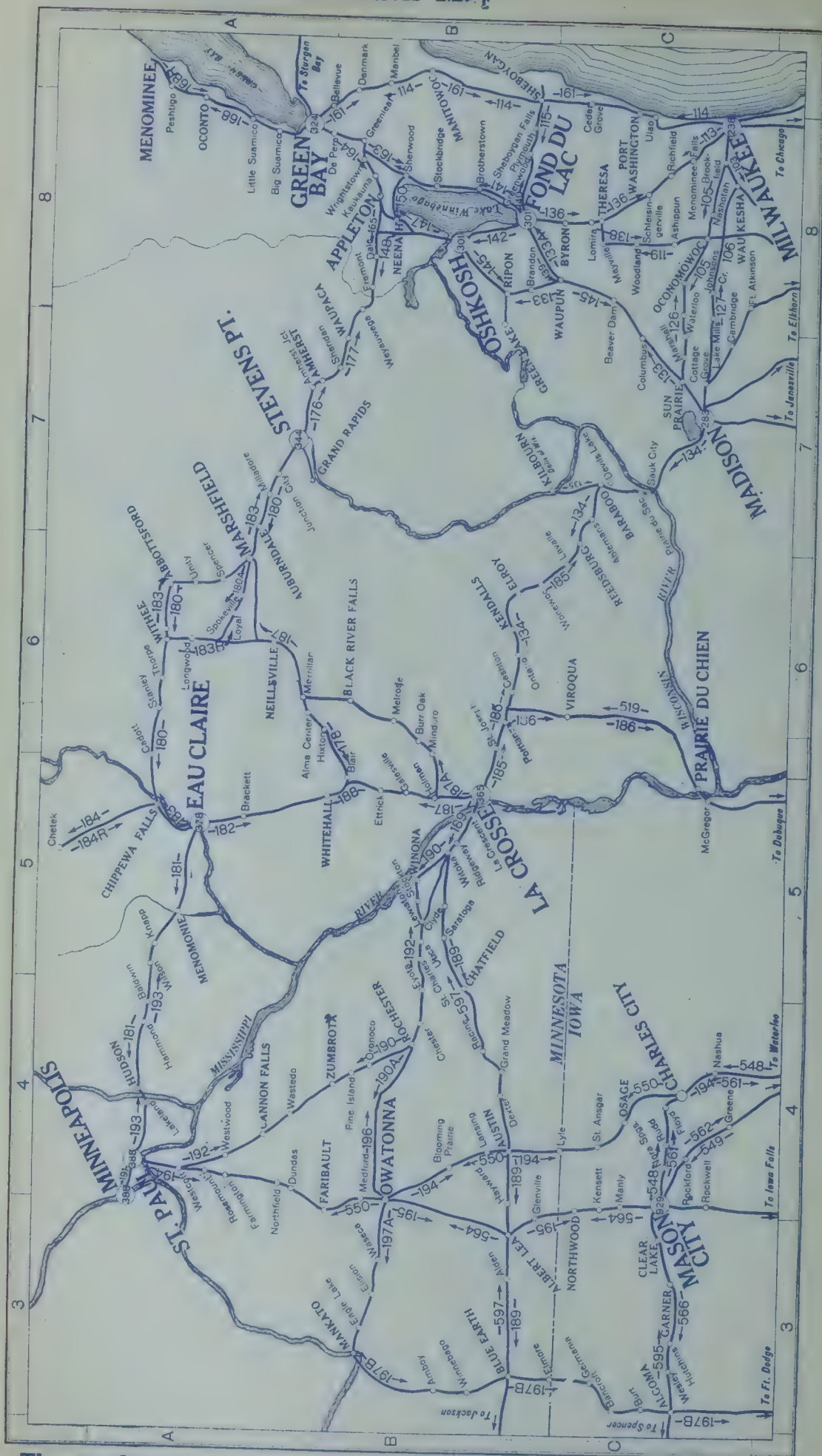
Fifth and State Streets, one block east of Hotel Stoddard

La Crosse, Wis.



- | | | |
|------|-----|--|
| 24.8 | 1.4 | Portland. Church on right. Turn left. |
| 25.9 | 1.1 | 4-corners; road straight ahead downgrade; turn right, passing church and cemetery (on left) after turn; continue on winding but direct road, curving right into road from left (27.2 m). |
| 27.5 | 1.6 | In middle of downgrade bear left, continuing downgrade. |
| 29.2 | 1.7 | Jog right with road, taking next left, running along RR. to center of |
| 30.6 | 1.4 | CASHTON. Station on right. Turn right across tracks. |
| 30.8 | 0.2 | 3-corners; bear right, taking next left; follow winding but direct road across valley. |
| 34.8 | 4.0 | 3-corners; bear right, going almost straight ahead with main travel along edge of valley. |
| 40.7 | 5.9 | Immediately after crossing small iron bridge, turn left, center of |
| 40.8 | 0.1 | ONTARIO. Hardware store on left. Turn right. |
| 41.1 | 0.3 | Immediately after crossing iron bridge, turn sharp left upgrade. Caution for bad turn on narrow road around |

Wisconsin-Minnesota Index Map



The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map which is placed at head of corresponding section.

- bluff, following winding valley road. **Caution** for long upgrade through woods (44.0 m); follow direct road with main travel, curving right into road from the left at church and school (on left—47.8 m), continuing with main travel on ridge road with fine views of surrounding country. **Caution** for long winding downgrade (52.4 m), avoiding road on left (54.2 m), end of road in
- 54.4 13.3 **KENDALLS.** Turn right through center of town. **Caution** for water bars on rather steep winding upgrade (55.0 m).
- 55.4 1.0 Just after running downgrade, jog right and immediately left, running upgrade again, passing roads (on left) leading into **Glendale** (56.1 m), cross RR. (59.8 m).
- 60.0 4.6 Turn sharp right, crossing RR.
- 60.4 0.4 Immediately beyond RR., turn left, recrossing tracks (60.9 m).
- 61.2 0.8 End of road; turn right, crossing RR. again.
- 61.4 0.2 At fountain (on right) turn left, curving right with street to center of
- 61.5 0.1 **ELROY.** Keep straight ahead downgrade out of town, curving left across RR. (62.1 m), recrossing tracks (62.8 m); follow winding but direct road with telephone poles.
- 64.5 3.0 End of road; turn left.
- 65.9 1.4 Jog left and immediately right with main travel.
- 66.0 0.1 Immediately after passing church (on right) turn left and next right into
- 66.2 0.2 **UNION CENTER.** Straight ahead across RR. at station.
- 66.4 0.2 Fork immediately beyond RR.; bear right, recrossing tracks (road to the left also leads to **Wonewoc** but is longer and more sandy).
- 67.2 0.8 End of road; turn left, crossing RR. (68.5 m), following rather poor road, curving right (69.7 m) into center of
- 70.0 2.8 **WONEWOC.** Straight through on Main St.
- 70.2 0.2 Jog left with street, taking first right; follow along RR. for over a mile. Road is direct with main travel across valley on pretty poor sandy road past rock bluffs with peculiar formations.
- 75.4 5.2 End of road; turn right. **Caution** for upgrade with water bars (76.0 m), running down corresponding grade.
- 77.5 2.1 Turn right with main travel around hill, taking next left (77.7 m), cross RR. into
- 77.9 0.4 **LA VALLE.** Just after crossing RR. turn left through

14

THE most prominent and influential men in the world—men big in the public eye—men who demand and can afford **THE BEST**—use the Warner Auto-Meter “The Aristocrat of Speed Indicators.” Tell us where you live and let us give you names by the dozen.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 185

La Crosse Section

- center of town, recrossing tracks, straight ahead on direct road, cross RR. (78.8 m) and Baraboo River (79.2 m). **Avoid** road to the left (79.4 m). **Caution** for water bars on upgrade (80.2 m) and corresponding downgrade, following winding road.
- 83.4 5.5 4-corners; school on right; turn left with telephone.
- 85.3 1.9 Fork at irregular 4-corners; bear right 1 block with main travel, turning left on brick pavement, direct across RR. and iron bridge to center of
- 85.8 0.5 **REEDSBURG.** Keep straight ahead out of town.
- 87.9 2.1 4-corners; turn right with telephone poles to next
- 88.6 0.7 Left-hand road; bear left with poles on rather poor sandy road, curving right with same (89.4 m) past road on left (89.6 m), crossing iron bridge just beyond and RR. (91.0 m).
- 91.3 2.7 4-corners; turn left, recrossing tracks (92.0 m), running upgrade to
- 92.6 1.3 Right-hand road; turn right with main travel, recrossing tracks again, going through covered bridge, pass between picturesque rock formations, locally known as "The Narrows," to center of
- 94.0 1.4 **ABELMANS.** Turn square left, crossing iron bridge and RR. at station; follow direct road over very rolling country, winding through woods (96.8 m).
- 97.1 3.1 Avoid left-hand road which leads upgrade, keeping slightly right downgrade.
- 98.8 1.7 Left-hand road; turn left with poles running onto macadam (99.9 m), follow same straight ahead.
- 102.8 4.0 4-corners; turn right with main travel, taking next left, pass school (on right) after turn.
- 103.2 0.4 **Broadway;** church on farther right; turn right to Court House, center of
- 103.4 0.2 **BARABOO,** Broadway & 3rd Sts.
 The Wellington, Broadway & Fourth St.
 Prothero & McGinnis Garage, 215 3d Ave., **Stock Michelin Tires.**
 For Kilbourn, see route No. 135.
 Straight ahead on Broadway 1 block.
- 103.5 0.1 **Second St.;** jail on farther right; turn right, running downgrade on macadam; curve left across Baraboo River, keeping left with macadam upgrade under RR.
- 104.5 1.0 Immediately after passing under RR., turn right.
- 105.0 0.5 4-corners; turn left with macadam and main travel, running onto dirt road (106.2 m), straight ahead. **Caution** for sharp left turn around rock (107.2 m), meeting macadam just beyond; keep straight ahead, running down long winding grade through woods (110.8 m), running onto dirt road again (111.8 m), straight ahead about 1½ miles beyond.
- 113.3 8.3 Left-hand road; sign on left; turn left.
- 113.7 0.4 4-corners; church on farther left; turn right with main travel.

La Crosse Section

Route 186

- | | | |
|-------|------|---|
| 116.2 | 2.5 | 4-corners; school on right; turn left around cemetery. |
| 117.4 | 1.2 | End of road; turn right, running along Wisconsin River. |
| 119.1 | 1.7 | PRAIRIE DU SAC. Straight ahead through town, crossing RR. (120.0 m), following along western bank of river on fine road to center of |
| 120.7 | 1.6 | SAUK CITY. Just beyond center of town, turn left across long iron bridge over Wisconsin River (toll 15c), curving slightly right with road. |
| 121.3 | 0.6 | Left-hand road; turn left. Avoid road on left (121.5 m). |
| 122.6 | 1.3 | End of road; school straight ahead; jog left, taking next right to first |
| 122.9 | 0.3 | Left-hand road; turn left, curving right with road, running onto good gravel. |
| 124.6 | 1.7 | Left-hand road; sign on farther left; turn left. Road is practically straight ahead for 14 miles over rather rolling country. Caution for rough surface on all grades, through Springfield Corners (131.2 m), curving slightly right into road from left (132.8 m), through Ashton (135.5 m), running onto 1-mile stretch of macadam (136.0 m). Avoid right-hand road at cemetery (137.7 m). |
| 138.6 | 14.0 | 3-corners in Pleasant Grove. Immediately after running downgrade across iron bridge, bear right. |
| 139.1 | 0.5 | At entrance to Country Club (on left) keep left, picking up telephone line; follow same on good macadam across RR. (140.5 m), meeting trolley from the right (144.2 m); follow same across RR. past athletic field. |
| 144.7 | 5.6 | Park St. ; turn left with trolleys, taking next right on State St. to center of |
| 145.6 | 0.9 | MADISON, State & Carroll Sts. State Capitol straight ahead. |

Capital House, King St.

Hokanson Auto Co., Doty St., Stock Michelin Tires.

Pregler Auto Garage, 323 W. Johnson St., Stock Michelin Tires.

For city map, see page 283. For diverging routes, see **Index map**, page 366.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 186—La Crosse, Wis., to Dubuque, Iowa—168.0 m.

Route map, page 366

Reverse route, No. 519

Via Cashton, Viroqua, Prairie Du Chien, Wis., and Dyersville, Ia. First part to Prairie Du Chien over ridge road on clay soil, offering many fine views of surrounding country. McGregor to Dubuque is mostly over rolling country on natural dirt roads with some hills. A very beautiful trip in dry weather.

The Blue Book car was unable to cover that part of this trip between McGregor & Dyersville, the connection being supplied from accurate local information and county maps, and we believe tourists will have no trouble in following same, although we advise inquiry at Osterdock for trip through that town.

The ferry at Prairie Du Chien only makes the trip to McGregor five times a day, leaving at 8:00 and 10:00 A. M., 12:30, 2:00 and 5:00 P. M. We advise, in planning this trip, to leave some leeway for connections to McGregor.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 365.)

0.0 0.0 **LA CROSSE,** State & 4th Sts.

From Court House (on right) go south on 4th St., bearing slightly left (0.1 m), following trolley straight ahead on brick pavement.

Route 186

La Crosse Section

- | | | |
|------|------|---|
| 0.8 | 0.8 | Jackson St. —end of brick; turn left. |
| 1.9 | 1.1 | Just after crossing RR. bear right into road from left, following macadam across RR. (2.7 m), leaving macadam run onto somewhat sandy road. Avoid right-hand road (3.1 m) and left-hand road (4.6 m). Special caution for long, winding upgrade with many waterbars and sharp turns, avoiding left-hand road (6.0 m). From top of hill (6.5 m) go straight ahead on St. Joseph Ridge, on winding but direct road, through St. Joseph (12.6 m), Newberg Corners (15.8 m). |
| 17.3 | 15.4 | Left-hand road; turn left with main travel. |
| 18.1 | 0.8 | Fork; bear right downgrade through Middle Ridge (18.4 m). |
| 21.2 | 3.1 | End of road; turn right with main travel. |
| 21.5 | 0.3 | Turn left with main travel. |
| 23.0 | 1.5 | End of road—signboard on right; turn right, direct to end of road in |
| 24.5 | 1.5 | PORTLAND —store on left. Turn left, passing Town Hall (on right) after turn. |
| 25.3 | 0.8 | 4-corners—church and cemetery ahead on right; turn right. |
| 26.7 | 1.4 | End of road; turn right. |
| 27.0 | 0.3 | Left-hand road at foot of short grade; turn left. |
| 27.5 | 0.5 | End of road; turn right, go straight ahead where Route No. 185 leaves to the left at (28.7 m). |
| 29.0 | 1.5 | End of road; turn left, winding through small valley; cross RR. (29.3 m). |
| 29.5 | 0.5 | At first turn beyond RR. turn right. |
| 30.4 | 0.9 | End of road; turn right, recrossing tracks, curving left along same for short distance, when recross RR. again (31.0 m), going straight through Newry (31.8 m); follow good sandy-loam road over level country, following along RR., recrossing same (33.1 m), again (34.1 m & 36.2 m) into center of |
| 36.3 | 5.9 | WESTBY. Straight ahead through town, following direct road over rather rolling country. |
| 40.4 | 4.1 | End of road; turn right to next |
| 40.7 | 0.3 | Left-hand road—school on right; turn left, crossing RR. at Fair Grounds (42.7 m) and again (43.1 m) to center of |
| 43.4 | 2.7 | VIROQUA , Main & Court Sts.—bank on far left. Keep straight ahead on Main St., curving left with road (44.5 m). |
| 44.7 | 1.3 | Right-hand road; turn right, keeping left at 3-corners just beyond, avoiding right-hand road (45.3 m), following main travel over very rolling country. |
| 47.6 | 2.9 | End of road; turn left with main travel to end of road in |
| 48.7 | 1.1 | Liberty Pole. Turn right, passing “Monument Rock” (on left—50.5 m). Go straight ahead, using caution for very narrow road on “hogsback.” |
| 52.4 | 3.7 | Left-hand road just after road curves right—creamery |

La Crosse Section

Route 186

- ahead on right; turn left upgrade, **taking care not to pass**
- 52.8 0.4 Left-hand road—tobacco shed on left; turn left, winding through woods, going straight ahead through **Rising Sun** (55.7 m), following winding but direct road over rolling country past school (on left—58.8 m), through **Mt. Sterling** (63.5 m.).
- 64.2 11.4 Fork; bear left.
- 66.0 1.8 Fork—school on left; bear left, straight through **Seneca** (67.8 m).
- 68.9 2.9 3-corners; bear left, follow direct road through all cross-roads.
- 75.9 7.0 **EASTMAN**. Straight through.
- 76.5 0.6 End of road—church straight ahead; turn right, avoiding right-hand road (77.8 m).
- 79.1 2.6 3-corners; bear right with one line of telephone poles, avoiding right-hand road (79.8 m).
- 84.5 5.4 End of road; turn right, using **caution for long winding downgrade** into Mississippi Valley (85.9 m). Road is direct across RR. (88.1 m) to center of
- 88.4 3.9 **PRAIRIE DU CHIEN**, Bluff & Church Sts. Straight ahead on Bluff St., curving right with same (88.8 m) for 1 block to
- 88.9 0.5 Turn left, crossing RRs. to
- 89.0 0.1 **Ferry** (charges \$1.50 to \$2.00) **to McGregor**; boat makes only five trips each way a day; see head of route for time. **Leaving ferry at McGregor** (89.0 m), cross RR. and immediately bear left into Main St., following heavy telephone line straight through town.
- 90.0 1.0 End of street at stone church; turn right and next left, bearing right with road around small park, passing monument and band stand (on right) to
- 90.6 0.6 End of road; bear left with main travel and poles, up long, easy grade, through all cross-roads, at small town of **Girard** (95.0 m).
- 96.0 5.4 Fork; bear left, passing cemetery (96.8 m).
- 97.0 1.0 Irregular 4-corners; bear left, following direct road straight through **National** (110.2 m) and **Garnavillo** (106.7 m).
- 109.0 12.0 Fork—brick school over to the right; bear left, keeping left again $\frac{1}{2}$ mile beyond where road comes in from the right.
- 109.7 0.7 Fork; bear right with main travel past church and cemetery (110.7 m).
- 111.0 0.3 Forks; turn right, going straight south (left-hand road leads down to Guttenberg).
- 113.3 2.3 4-corners—school on right; turn left.
- 115.3 2.0 Fork—school on left; bear right, keeping right at forks $\frac{1}{4}$ mile beyond, running down long, winding grade across RR. and iron bridge to small town of

Route 187

La Crosse Section

119.0 3.7 **OSTERDOCK**—center of town.

We advise local inquiry as to just the best road out of valley for Colesburg, although we have selected the following directions as probably the best.

Take middle road straight out of town, up long, rather steep grade between two creeks, passing church (on right—121.5 m).

123.5 4.5 Fork; bear right on winding road.

125.0 1.5 End of road; turn left, straight south into

127.2 2.2 **COLESBURG**. Straight ahead.

128.2 1.0 Right-hand road; turn right.

128.7 0.5 Left-hand road; turn left, straight ahead for 8 miles, through Petersburg (133.4 m).

136.7 8.0 Left-hand road; turn left 1 mile.

137.7 1.0 End of road; turn right, curving left just beyond along RR., crossing tracks (139.7 m).

139.9 2.2 Irregular 4-corners—school on farther right; bear slightly left along tracks.

140.6 0.7 End of road; turn right with poles, crossing RR. (140.9 m) to first

141.0 0.4 Left-hand road; turn left, still with poles, direct to center of

142.1 1.1 **DYERSVILLE**.

For complete running directions rest of the way to Dubuque, see Route No. 541.

Route 187—La Crosse to Stevens Point, Wis.—145.3 m.

Route map, page 366

Reverse route, No. 178

Macadam for nearly 10 miles, followed by sandy stretches and clay hills to Blair; thence over good valley road nearly to Merrilan, sandy stretch to Neillsville, and rest of the way over good natural roads across level country.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 365.)

0.0 0.0 **LA CROSSE**, State & 4th Sts.

For complete running directions on first part of this route, follow Route No. 188 to mileage.

41.1 41.1 End of road (**Eau Claire** route leaves to the left); **turn right** across small iron bridge, taking first left on sandy road past large brick church (41.5 m).

41.6 0.5 Turn right with main travel to center of

41.8 0.2 **BLAIR**. Small bank on farther right. Turn left on Gilbert St., crossing 2 RRs. at elevator (on left) and long iron bridge.

42.1 0.3 End of road; grist mill on left; turn right, avoiding road on left (42.2 m).

45.5 3.4 End of road; turn left with main travel, taking first right; follow telephone poles, curving right into road from left (50.1 m); avoid road on left (52.9 m), straight through **Sechlerville** (53.9 m) and northern edge of **Hixton** (54.9 m). Avoid all right and left-hand roads, following telephone poles past lake (on left—55.6 m).

57.2 11.7 End of road; turn left with poles to first

- 57.5 0.3 Right-hand road; turn right, still with poles, avoiding right-hand road (57.8 m).
- 60.2 2.7 End of road; turn right, going straight ahead across RR. (61.5 m) into
- 61.9 1.7 **ALMA CENTER.** Straight through.
- 62.4 0.5 End of road; cemetery ahead on left; turn left with main travel, curving left across RR. (62.8 m); follow along tracks through wild bottom lands, recrossing tracks (65.2 m).
- 65.3 2.9 End of road; bear left across iron bridge to center of
- 65.8 0.5 **MERRILLAN.** Iron covered store on left. Turn right 1 block then left across RR. (66.0 m), pass church and school (on left—66.1 m), straight out of town, following heavy telephone line on sandy road across wild bottom lands, cross RR. (66.5 m).
- 67.0 1.2 Turn left with poles.
- 67.5 0.5 Turn right with poles, curving left with road (70.1 m).
- 70.6 3.1 Turn right with main travel and telephone poles, going straight through 4-corners (72.5 m), leaving telephone poles.
- 74.4 3.8 End of road; turn right, meeting poles again.
- 74.7 0.3 Left-hand road; turn left with poles across long iron bridge over Black River.
- 74.9 0.2 Leaving bridge, turn left along river, curving right away from same (75.2 m).
- 76.0 1.1 4-corners; stone creamery on farther left; turn left, bearing right along river again (76.7 m). Avoid good right-hand road (77.0 m), turning right with road away from river (79.4 m).
- 80.8 4.8 4-corners; cheese factory on farther right; turn left, curving right with road (82.3 m).
- 84.2 3.4 **Fifth St.;** turn right, passing brick school to center of
- 84.4 0.2 **NEILLSVILLE.** Bank on right.
Turn square left, running downgrade straight out of town; cross RR. and iron bridge, following telephone poles past school and church (on right—85.0 m), turning right with road (86.4 m), curving left just beyond.
- 87.4 3.0 Right-hand road; brick house on right; poles go straight ahead; turn right. Road is practically straight ahead for 18 miles, curving slightly right and left with road (91.7 m), pass small town of **Granton** over to the right (92.7 m), cross RRs. (94.6 m & 95.4 m), passing church and creamery (on left—97.4 m) to 4-corners, locally known as
- 105.4 18.0 **KLONDIKE CORNERS;** cheese factory on left, saloon on right; turn left, crossing RR. (108.6 m).
- 109.3 3.9 Irregular 4-corners; turn left 1 block, turning right on Central Ave., straight across RR. (109.7 m) to center of

Route 187-A**La Crosse Section**110.1 0.8 **MARSHFIELD**, Central Ave. & 2nd St.

Orrin R. Hughes Garage, Second St., Stock Michelin Tires.

For diverging routes, see **Index map**, page 366.For complete running directions rest of the way into **Stevens Point**, see Route No. 183.

Note (a)—Direct connection to **Withee**. From center of **Neillsville** run down-grade on Hewitt St. crossing RR., curving right just beyond, cross long iron bridge continue straight ahead curving right with road (2.1 m). Road is almost straight north slightly winding in spots, but direct all the way, crossing 2 RRs. (14.4 m & 14.6 m), straight through **Spokeville** (15.0 m) and **Longwood** (23.0 m) to prominent 4-corners at southern edge of **Withee** (27.3 m), old two-story frame building on left.

Route 187A—La Crosse to Stevens Point, Wis.—140.4 m.

Route map, page 366

Reverse route, No. 178a

Via Black River Falls, Neillsville and Marshfield, over very rolling country on a mixture of clay, sand and dirt roads. Poor between Merrillan and Neillsville.

With the exception of some pretty bad sandy stretches just before reaching Melrose this route is almost as good as the previous route via Blair. It has one advantage of offering some very fine views from the top of bluffs above Black River in two or three places. There are also three or four quite long grades over ridges where caution should be used for numerous sharp turns.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 365.)

0.0 0.0 **LA CROSSE**, State & 4th Sts.

From Court House (on right) go west 1 block; turn right around Court House into 3rd St., which follow with trolley, curving left across bridge and RR. (0.5 m); follow built-up macadam road.

1.3 1.3 4-corners; Franklin Iron Works on farther left; turn right 1 block and then left, following macadam over RR. bridge, going 1 block beyond.

1.5 0.2 Turn right with macadam into Hager St. for 1 block then left onto Caledonia St., picking up trolley 1 block beyond; follow same for 5 blocks.

2.0 0.5 **Clinton St.**; turn right on good macadam for 4 blocks.

2.3 0.3 **Kane St.**; turn left, still with macadam. Cross trolley (2.5 m), cross RR. (2.8 m).

3.0 0.7 Turn right on dirt street, taking next left and go straight ahead on macadam road out of city; pick up trolley from the right (4.5 m); follow same across RRs. (4.7 m & 5.1 m) into

5.3 2.3 **ONALASKA**. Trolley ends. Continue straight ahead up slight grade past standpipe; macadam road ends (8.4 m). Road is direct to end at

8.6 3.3 **MIDWAY**. Station on left. Turn right, curving left with road.

8.9 0.3 Fork; bear right upgrade on stone road which ends (9.1 m); follow rather sandy road with some patches of macadam to center of

11.0 2.1 **HOLMEN**. Gray brick bank on right. Turn right with one line of telephone poles running up long grade (11.2 m); follow direct road, winding in spots.

13.5 2.5 Left-hand road; school on right (sign on left says "Straight ahead for **Mendora**"); turn left with one line

- of poles, crossing iron bridge (13.8 m), curving right with road just beyond; follow winding road along hillside. Avoid road on right (15.1 m). **Caution** for narrow and **very winding** road up long grade through woods (15.7 m) to top (16.4 m), where descend corresponding grade; follow main travel almost straight ahead over very rolling country, avoiding left-hand road (17.9 m), running under arch with roadway above (18.2 m), pass good road (on left—18.4 m), straight ahead to center of
- 22.2 8.7 **MENDORA**, 4-corners. Turn left with telephone poles.
- 22.7 0.5 End of road; turn right with poles.
- 23.1 0.4 Fork; bear left with telephone line, using **Caution** for long winding upgrade with one or two **steep places** and **narrow turns**, winding downgrade off of ridge; follow 6-wire telephone poles on direct road.
- 25.5 2.4 Fork; bear left with poles past old church and cemetery (on left) direct into small settlement of
- 26.3 0.8 **Burr Oak**. Straight through on sandy road with telephone poles.
- 27.1 0.8 Left-hand road; turn left with poles and main travel, following same on winding but direct road through rather wild country.
- 30.1 3.0 End of road; yellow school on left; turn left to first
- 30.3 0.2 Right-hand road; turn right, leaving telephone poles.
- 30.5 0.2 End of road; bluff straight ahead; bear left onto **very bad sandy stretch**, which will probably be covered with straw.
- 31.3 0.8 End of road; turn left on better built-up road across swamp, curving right across long iron bridge over Black River (31.7 m), following good dirt road with poles.
- 33.0 1.7 3-corners; bear right, following poles to center of
- 33.4 0.4 **MELROSE**, 4-corners. Straight ahead through town, running along close to river.
- 34.1 0.7 Fork; bear right with telephone poles.
- 34.6 0.5 Avoid left-hand road, keeping straight ahead upgrade past creamery (on left), following 6-wire telephone line.
- 35.8 1.2 Fork; bear right with poles up slight grade, following fairly good clay road over rolling country. **Caution** for long winding upgrade (37.0 m), running downgrade off of ridge.
- 38.8 3.0 End of road just after crossing wooden bridge; turn right with poles, curving left with main travel at 3-corners (39.1 m) direct to end of road in small settlement of
- 40.3 1.5 **IRVING**. Store straight ahead. Jog right and immediately left with road, still following telephone poles; cross iron bridge (41.7 m) over very picturesque ravines just beyond, with some **exceptional views** of Black River to be had on right. Keep ahead on winding road with main travel and telephone poles, using **Caution** for narrow built-up road across bottoms, avoiding left-hand road which leads upgrade (44.0 m), following along foot

Route 188

La Crosse Section

- of bluff past grist mill (on left—46.4 m) and Fair Grounds (on right—48.1 m).
- 48.3 8.0 3-corners; turn right, leaving poles.
- 48.6 0.3 4-corners; turn left with main travel, taking first right and then first left all the way into town, curving left and right downgrade (48.8 m) past Court House to
- 49.0 0.4 **BLACK RIVER FALLS.** Go one block beyond center of town to end of street, where turn left, crossing iron bridge (49.1 m), running upgrade; jog right and left with road (49.6 m), passing cemetery (on right), following good dirt road for quite a ways, cross RR. (52.1 m).
- 52.4 3.4 Immediately after crossing second RR., turn left on sandy road in wild country, recrossing RR.
- 53.7 1.3 Immediately after recrossing RR., turn right with main travel and telephone poles, following along tracks over to the right on fairly good sandy dirt road. **Caution** for sharp turn around hill (54.6 m), going straight ahead through all cross-roads; turn left with road (57.6 m).
- 58.1 4.4 Right-hand road; sign "To Merrilan" on right; turn right, curving left along tracks (60.1 m).
- 60.6 2.5 3-corners; cemetery over to the right; bear right to end of road in
- 61.0 0.4 **Merrilan.** Just after passing iron water tower, turn right across RR., passing church and school (on left) after turn, meeting Route No. 187; follow same for complete running directions rest of the way into **Stevens Point.**

Route 188—La Crosse to Eau Claire, Wis.—86.0 m.

Route map, page 366

Reverse route, No. 182

Via Galesville and Whitehall. First few miles out of La Crosse good macadam, rest of the way is over rather rolling country with a few rather steep grades, mostly a sandy loam or clay roads. Very fine views are afforded along ridge roads.

MILEAGES

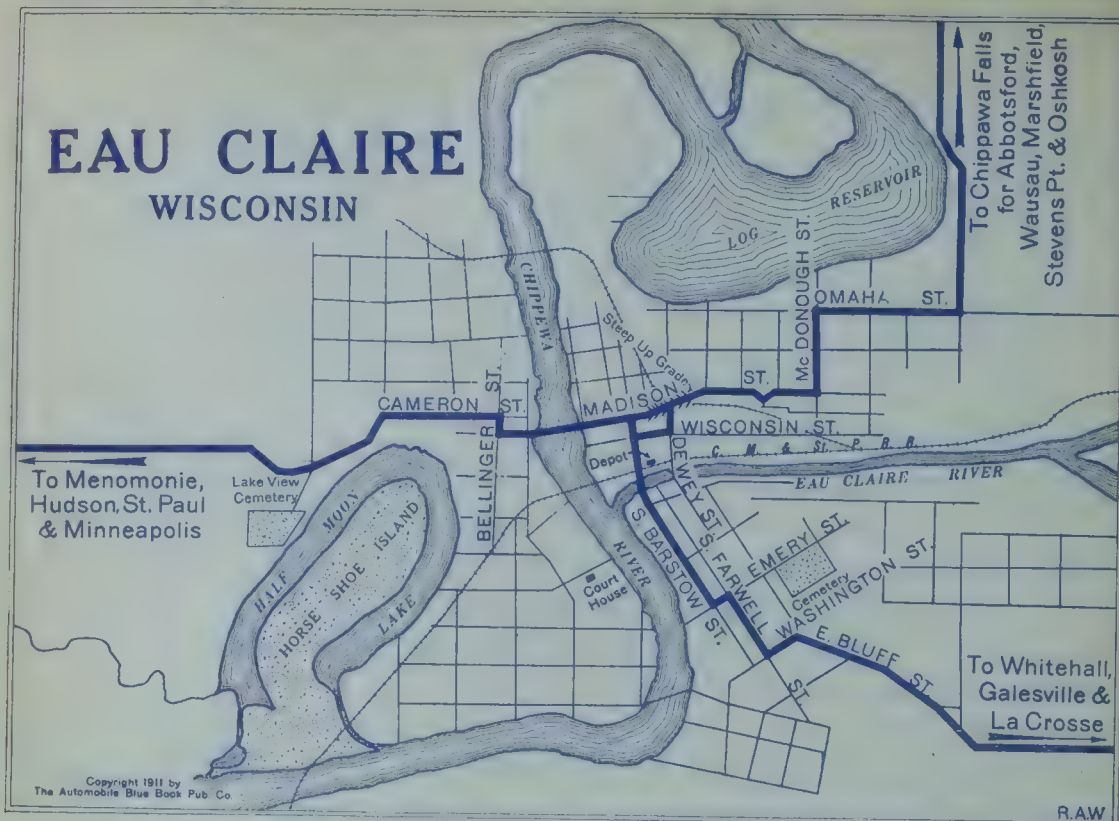
Total Intermediate

(For this and optional exits, see city map, page 365.)

0.0 0.0 **LA CROSSE**, 4th & State Sts.

- From Court House (on right) go west 1 block; turn right around Court House into 3rd St., which follow with trolley, curving left across bridge and RR. (0.5 m); follow built up macadam road.
- 1.3 1.3 4-corners; Franklin Iron Works on farther left; turn right 1 block and then left, following macadam over RR. bridge, going 1 block beyond.
- 1.5 0.2 Turn right with macadam into Hager St. for 1 block then left onto Caledonia St., picking up trolley 1 block beyond; follow same for 5 blocks.
- 2.0 0.5 **Clinton St.**; turn right on good macadam for 4 blocks.
- 2.3 0.3 **Kane St.**; turn left, still with macadam, cross trolley (2.5 m) and RR. (2.8 m).
- 3.0 0.7 Turn right on dirt street, taking next left; go straight ahead on macadam road out of city. Pick up trolley

- from the right (4.5 m); follow same across RRs. (4.7 m & 5.1 m) into
- 5.3 2.3 **ONALASKA.** Trolley ends. Continue straight ahead up slight grade past standpipe. Macadam road ends (8.4 m). Road is direct to end at
- 8.6 3.3 **MIDWAY.** Station on left. Turn right, curving left with old stone road.
- 8.9 0.3 Fork; bear right upgrade on stone road, which ends (9.1 m). Follow rather sandy road with some patches of macadam to center of
- 11.0 2.1 **HOLMEN.** Continue straight through across iron bridge, avoiding road to the right just beyond; follow direct road along foot of bluffs (on right). **Caution** for long downgrade (17.7 m).
- 18.0 7.0 Left-hand road foot of grade; turn sharp left across long iron bridge over Black River, curving right just beyond up steep winding grade, turning right with road (18.6 m).
- 19.5 1.5 4-corners; sign board on left; brick house on right; turn left with main travel.
- 20.1 0.6 Fork; turn left with main travel up long winding grade, going down other side of hill (21.0 m) through **Decora Valley**; view of Decora Peak at rear.
- 22.9 2.8 Right-hand road; Decora Valley Farm (on right); turn sharp right, curving left downgrade across iron bridge and RR.
- 23.1 0.2 4-corners immediately beyond tracks; turn right on River St. into
- 23.3 0.2 **GALESVILLE.** City Hall on left.
Keep straight ahead along foot of hill across iron bridge, curving left with road around end of pond and right around cemetery (23.6 m).
- 24.1 0.8 Fork; evergreen grove in angle; bear left, straight ahead with telephone poles.
- 25.8 1.7 Fork; bear left with poles to diagonal 4-corners at
- 28.6 2.8 **FRENCHVILLE.** Bear right, passing brick store (on left); follow telephone poles, avoiding road to the right (31.1 m); cross iron bridge (31.5 m) and bear left into
- 31.6 3.0 **ETTRICK.** Straight through with poles, which follow straight ahead.
- 34.4 2.8 Fork; brick school in angle; bear left with poles.
- 35.9 1.5 End of road; turn left for $\frac{1}{2}$ mile.
- 36.4 0.5 Right-hand road; turn right, running up winding grade (37.6 m), down corresponding grade (38.0 m).
- 39.9 3.5 End of road; turn right.
- 41.1 1.2 End of road; **Blair** may be seen $\frac{1}{2}$ mile over to the right; turn left, following telephone poles.
- 42.7 1.8 Right-hand road; turn right, still with poles, curving left with road (43.5 m); run along RR. (45.8 m), bearing left away from same (46.6 m), running upgrade; turn



- left with road (47.9 m), going straight ahead for $\frac{1}{2}$ mile.
- 48.4 5.7 **Main St.**; turn right, crossing RR. to center of
- 48.6 0.2 **WHITEHALL**. Bank on farther right; continue straight ahead through town.
- 49.1 0.5 End of road; immediately after crossing long iron bridge, turn right to next
- 49.5 0.4 Left-hand road (road straight ahead to **Eau Claire** via **Pigeon Falls** and **Osseo**. Turn left with poles, running up long winding grade (50.7 m); follow poles on winding ridge road; at fork (51.5 m) bear right and at fork (52.8 m) bear left, running down into valley (53.0 m), straight through all diagonal cross-roads, following telephone poles.
- 55.6 6.1 End of road; turn right past church and school.
- 55.8 0.2 Left-hand road immediately beyond school; turn left with poles and follow direct road straight ahead, avoiding road to the left (59.3 m), running up long winding grade (60.8 m), downgrade off of ridge (61.5 m), following telephone poles. Pass under RR. bridge (64.7 m), running through sandy stretch.
- 65.0 9.2 End of road (**Osseo** is 2.3 m to right); turn left to first
- 65.3 0.3 Right-hand road; turn right; heavy telephone line, which is followed all the way to **Eau Claire**, comes in from the right (65.7 m); follow same on direct road through all cross-roads straight ahead to small town of
- 75.2 9.9 **BRACKETT**. Continue straight ahead through town with telephone line through diagonal cross-roads (77.1 m).
- 79.9 4.7 End of road; school on right; turn right with main travel and telephone poles, following same to

La Crosse Section

Route 189

- 81.0 1.1 4-corners; church on right and school on farther right; turn right, leaving poles.
- 81.3 0.3 Left-hand road; creamery and ice house on left; turn left with main travel straight ahead. Avoid road to the left (83.1 m).
- 84.4 3.1 Fork; bear left, curving right (84.8 m), same thorofare becoming Bluff St., which follow straight ahead, curving left (85.4 m) into Washington St.
- 85.5 1.1 **Farwell St.** (first cross-street). Turn right.
- 85.8 0.3 At farther side of park turn left 1 block and then right around church to center of
- 86.0 0.2 **EAU CLAIRE**, Barstow & Jones Sts. Post Office on farther left.

For diverging routes, see Index map, page 366.

Route 189—La Crosse, Wis., to Spirit Lake, Ia.—239.0 m.

Route map, page 366

Reverse route, No. 597

Via Witoka, Chatfield, Austin, Albert Lea, Blue Earth and Jackson. Over good natural roads all the way. More or less broken country being encountered to a few miles beyond Chatfield. The rest of this route chiefly through light rolling or level prairie.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 365.)

0.0 0.0 **LA CROSSE**, 4th & State Sts.

For complete running directions in first part of this route see Route No. 190 to

- 24.6 24.6 **WITOKA**, 5-corners. Bear slightly left into "Old Territorial Road," passing blacksmith shop (on right).
- 25.4 0.8 End of road in **Centerville**; turn left, curving right with road (25.5 m).
- 25.9 0.5 Right-hand road; tree with signboard on farther right; turn right.
- 27.3 1.4 Left-hand road; turn left, going straight ahead through all cross-roads on "old territorial road" through **Wilson** (29.0 m) and **Wyattville** Creamery (34.4 m). **Caution** for winding downgrade to end of road in small town of
- 37.9 10.6 **ENTERPRISE**. Bear left, crossing a number of small bridges, running upgrade. Avoid road (on right—39.7 m), keeping straight into
- 40.3 2.4 **FREMONT**. Straight through small town to 4-corners in
- 44.6 4.3 **CLYDE**; brick school on right. Turn right for ½ mile.
- 45.1 0.5 Left-hand road; turn left with poles. Road is direct for over 4 miles. **Caution** for winding downgrade (49.1 m).
- 49.6 4.5 End of road; creamery on left; turn left to
- 49.8 0.2 **SARATOGA**. Bear right across wide valley, keeping right at 3-corners (50.2 m).
- 52.0 2.2 End of road; turn right for ½ mile.
- 52.5 0.5 Left-hand road; turn left to narrow road, winding upgrade through woods.
- 53.9 1.4 End of road; turn right for ½ mile.
- 54.4 0.5 Left-hand road; turn left.

Route 189

La Crosse Section

- 55.9 1.5 End of road; turn left, going straight ahead on rolling ridge road.
- 59.7 3.8 Turn right with main travel, curving left (60.0 m). **Caution** for winding downgrade, turning right with main travel at foot of hill (60.8 m).
- 61.2 1.5 End of road; turn left, going straight ahead to center of
- 61.8 0.6 **CHATFIELD.** Park on farther right.
Turn right on 3rd St.
- 62.3 0.5 Fork; bear left, crossing iron bridge over Root River. Road is straight for over 12 miles on fair dirt road, with one or two sandy spots first 7 miles, over heavy rolling country. **Avoid** road to the right (63.0 m). **Take care not to pass**
- 74.8 12.5 Left-hand road immediately before small concrete bridge; turn left for almost 4 miles.
- 78.7 3.9 Prominent 4-corners with telephone lines on all roads.
Road straight ahead leads to **Spring Valley**, see **Note A.**
Turn right, crossing RR. at
- 80.4 1.7 **RACINE.** Keep straight ahead for little over 4 miles.
- 84.6 4.2 Left-hand road; mail box on right; turn left for about 4½ miles.
- 89.2 4.6 4-corners; church on farther left; turn right to center of
- 89.4 0.2 **GRAND MEADOW.** Banks on diagonal corners. Turn left on Main St., crossing RR.; go 1 block beyond, where turn right, going straight out of town.
- 90.4 1.0 End of road; turn left ½ mile.
- 90.9 0.5 4-corners; turn right. Road is straight ahead for nearly 5 miles.
- 95.7 4.8 End of road; turn left for ½ mile.
- 96.2 0.5 Right-hand road; turn right, go straight ahead over slightly rolling country for over 7 miles, crossing RR. (98.1 m).
- 104.0 7.8 End of road; turn left for 1 mile.
- 105.0 1.0 4-corners; school on left; turn right for 1 mile.
- 106.0 1.0 Left-hand road immediately beyond small wooden bridge; turn left for ½ mile.
- 106.5 0.5 Right-hand road; turn right, going straight ahead for over 4 miles, crossing long iron bridge (110.7 m).
- 110.8 4.3 End of road; jog left and then right, running under RR.
- 111.0 0.2 End of road; turn right along tracks.
- 111.3 0.3 **Water St.**; station on right; turn left on brick pavement, crossing long iron bridge (111.6 m) and 2 RRs. just beyond.
- 111.9 0.6 **Main St.**; turn left to center of
- 112.1 0.2 **AUSTIN.** Court House on left.

Moreland & Anker, 116 N. Main St., **Stock Michelin Tires.**
For diverging routes, see **Index map**, page 366.

Go 1 block beyond Court House, turn right on Oakland Ave. Road is straight for 9 miles with main line telephone poles, crossing RR. (120.4 m), curving right with road (121.3 m).

La Crosse Section

Route 189

- | | | |
|-------|------|--|
| 122.1 | 10.0 | Left-hand road; church and cemetery on right; turn left |
| 124.1 | 2.0 | End of road; turn left for ½ mile. |
| 124.5 | 0.4 | Turn right with main travel, turning left with road (125.8 m). |
| 126.3 | 1.8 | Right-hand road; turn right, telephone line comes in at left (127.0 m), going straight ahead for nearly 4 miles, curving right and left around lake (128.8 m). |
| 130.0 | 3.7 | Turn left with main travel for ½ mile. |
| 130.5 | 0.5 | 4-corners; turn right, still with main travel, running over RR. bridge (132.8 m). |
| 133.0 | 2.5 | 4-corners; turn left, crossing iron bridge, curving right upgrade straight ahead on Clark St. to northern edge of |
| 133.6 | 0.6 | ALBERT LEA. Business center 3 blocks to the left on Broadway. |
- For diverging routes, see Index map, page 366.
- Keep straight ahead on Clark St., crossing a number of RRs. (134.0 m), curving left and right across RR. (134.7 m).
- | | | |
|-------|-----|---|
| 135.1 | 1.5 | Fork; bear right. |
| 136.7 | 1.6 | Right-hand road; turn right, curving left with road (137.0 m), passing large red barn (on right). Go straight ahead through all cross-roads for nearly 8 miles. Telephone poles turn into Alden (143.9 m); meet main travel again ½ mile beyond. |
| 144.8 | 8.1 | 4-corners; turn left with main travel for 2 miles. |
| 146.8 | 2.0 | Right-hand road; farm house in grove on right; turn right straight ahead to |
| 151.1 | 4.3 | End of road; jog right, taking next left at school house. Road is practically straight for over 7 miles, passing Rice Lake Creamery (153.5 m). |
| 158.5 | 7.4 | 4-corners; church may be seen nearly a mile ahead on left; turn right for 1 mile. |
| 159.5 | 1.0 | Turn left, passing store and creamery (on right—160.5 m), keep straight ahead for over 7 miles. |
| 167.8 | 8.3 | End of road; turn left, curving right with road ½ mile beyond, go straight ahead for over 4 miles. |
| 172.9 | 5.1 | 4-corners immediately after crossing 4 RRs.; turn right 1 block then left onto 6th St., which follow straight ahead to center of |
| 173.4 | 0.5 | BLUE EARTH, Valucia & 6th Sts. |
- For diverging routes, see Index map, page 366.
- Turn right for 5 blocks.
- | | | |
|-------|-----|--|
| 173.7 | 0.3 | One block beyond Court House turn left. |
| 174.3 | 0.6 | End of road; turn right, curving left with road (174.7 m). Road is straight ahead for over 8 miles to Guckeen (180.1 m), crossing RR. (180.4 m). |
| 183.2 | 8.9 | End of road; lake straight ahead; turn right, taking next left around lake; go straight ahead for 3 miles. Avoid road to the left (185.2 m), to end of road. |
| 186.4 | 3.2 | End of road (Imogene Station ¼ mile to the right); jog left, taking next right, go straight ahead for nearly 6 |

Route 189

La Crosse Section

miles past Fair Grounds (on left—191.5 m). **Caution for dangerous RR.** crossing just beyond, passing 3 brick schools (on right—192.0 m).

- | | | |
|---|------|---|
| 192.2 | 5.8 | End of street; turn right on Main St. to center of |
| 192.3 | 0.1 | FAIRMONT. Court House on left. |
| Bear left into Lake Ave., past Court House on diagonal street, going straight ahead on rather winding but direct road, crossing RRs. (192.7 m & 193.1 m), curving left and right around lake (195.0 m). Road is straight ahead for over 7 miles, running over RR. bridge (201.8 m). | | |
| 202.8 | 10.5 | Jog right and left across RR., keeping straight ahead along tracks, jogging left and right with road (204.0 m); recross tracks (204.9 m), going straight ahead. |
| 206.1 | 3.3 | SHERBURN. Station on right. Turn left. |
| 206.5 | 0.4 | End of street; turn right with main travel across RR. |
| 207.8 | 1.3 | Left-hand road; turn left 1 mile. |
| 208.8 | 1.0 | 4-corners; school on right; turn right. Road is straight ahead for nearly 11 miles, jogging right and left across RR. (218.9 m). |
| 219.6 | 10.8 | End of road; bear left, crossing 2 RRs. |
| 219.8 | 0.2 | Turn right down long winding grade, crossing long iron bridge over Des Moines River to center of |
| 220.6 | 0.8 | JACKSON. Turn square left on 2nd St. for 1 block, turning right at end of street and right at iron watering trough at end of street. |
| 220.8 | 0.2 | End of street; jog left and right with street, taking first left with main travel. |
| 221.0 | 0.2 | End of street; turn right across iron bridge, taking first left upgrade with main travel. |
| 223.9 | 2.9 | 4-corners; turn right for about 2 miles. |
| 226.0 | 2.1 | 4-corners; turn left for over 3 miles. |
| 229.4 | 3.4 | 4-corners; school on right; turn right 1 mile. |
| 230.4 | 1.0 | 4-corners; turn left. |
| 231.8 | 1.4 | End of road; turn left and right with road up short grade, keep straight ahead between lakes (232.8 m). |
| 234.4 | 2.6 | Turn right with main travel, curving left with road 1 mile beyond. |
| 236.7 | 2.3 | End of road; turn right, curving left with road. |
| 237.0 | 0.3 | End of road; bear right along tracks. |
| 237.3 | 0.3 | Left-hand road; turn left across tracks, going straight ahead between lakes to center of |
| 239.0 | 1.7 | SPIRIT LAKE. Hotel on left. |

Antlers & Orleans Hotels.

For Okoboji and Arnolds Park turn right 2 blocks, then left (0.2 m) turning right, crossing RR., bear left along tracks following main travel to right-hand road at (1.4 m) turn right curving left with road $\frac{1}{2}$ mile beyond to **Okoboji**—postoffice (4.2 m). Arnolds Park is straight ahead across long iron bridge.

For diverging routes, see **Index map**, page 366.

Note (a)—Those desiring to go to **Spring Valley** keep straight ahead at 4-corners (78.7 m) crossing RR. (80.9 m) turning right for $\frac{1}{2}$ mile at first 4-corners just beyond RR. At 4-corners (81.6 m) turn left for 3 miles to (84.5 m) where turn left crossing RR. (87.4 m) and at 5-corners (87.6 m) bear left on Broadway to center of **Spring Valley** (88.2 m).

Route 190—La Crosse, Wis., to St. Paul, Minn.—162.1 m.

Route map, page 366

Reverse route, No. 192

Via Winona, Rochester and Zumbrota. A mixture of long level stretches with some rolling country and one or two rather long grades, particularly between Winona and La Crosse. Some excellent views of country.

See Note A for option between La Crosse & Ridgeway over much more hilly country with almost the same mileage, but offering views of the Mississippi River and Valley rarely equaled anywhere in the Middle West.

Descriptive Outline—Leaving La Crosse, route immediately crosses the Mississippi River, where attention is called to the option between La Crescent and Ridgeway, and those who have a little time to spare and are not afraid of a few rough hills will be well repaid by the magnificent views of the Mississippi River and Valley, should they decide to use this short option. The regular route is given through **Winona**, which is one of the most important grain shipping points of the Northwest. **Rochester** is famous as the seat of St. Mary's Surgical Hospital, conducted by Dr. C. H. & Dr. W. J. Mayo, and is annually visited by over 15,000 patients from all parts of the world. It has also been visited by thousands of surgeons, as it is universally recognized as being one of the finest of its kind in the world.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 365.)

0.0 0.0 **LA CROSSE**, State & 4th Sts.

From Court House (on right) go south on 4th St. 2 blocks.

0.2 0.2 **Pearl St.**; turn right, leaving trolley, crossing RR. to end of street at

0.4 0.2 **Front St.**; turn left 1 block and then right, crossing long iron bridge over Mississippi River; follow built-up road across marsh with a number of bridges.

3.0 2.6 Jog right with road and then left and right across RR.

3.2 0.2 Left-hand road; turn left upgrade to end of road in

3.3 0.1 **LA CRESCENT**. Blacksmith shop and school on right.

Turn left, curving right with road just beyond to first

3.4 0.1 4-corners; turn left to first

3.6 0.2 Right-hand road; turn right $\frac{1}{2}$ mile

4.1 0.5 Fork in middle of upgrade; bear left:

4.4 0.3 Fork; house at left just beyond; bear right, shortly running down winding grade across small wooden bridge; continue up long winding grade at top of hill (6.6 m), keep straight ahead on winding ridge road.

8.6 4.2 Left-hand road; church and school on farther left; turn left with main travel.

9.4 0.8 Right-hand road; church and cemetery ahead on left; turn right, keep straight ahead through all cross-roads, following winding ridge road most of the way direct to end of road, center of

21.0 11.6 **RIDGEWAY**. Post Office and store on right. Turn left over rolling country.

23.2 2.2 4-corners; house in grove on left; turn right, follow rolling prairie road with main travel to center of

24.6 1.4 **WITOKA**, 5-corners. Post Office on farther right.

Route No. 189 for Spirit Lake goes straight ahead.

See Note (a) for direct route to Lewiston not through Winona.

Bear slightly right, passing blacksmith shop (on left) after turn, curving right onto macadam road (25.1 m). **Caution** for long winding downgrade with sharp turns

Route 190

La Crosse Section

- running off of macadam (27.5 m); follow direct road through **Pleasant Valley**, run onto macadam again; follow same, curving left into prominent road from the right (31.2 m), straight ahead across RRs. (32.0 m & 32.7 m), onto Mankato Ave., which follow to
- 33.0 8.4 **East Broadway.** Turn left, going straight ahead across trolley, passing park (on left—33.6 m) to center of city at farther side of another park (on right).
- 34.1 1.1 **WINONA**, Broadway & Main Sts.
Straight ahead on Broadway, passing another park (on right—34.4 m), curving left with street (34.7 m), crossing RR. (35.3 m).
- 35.5 1.4 **Vila St.**; turn left, following macadam to end of street.
- 35.8 0.3 **Mankato Ave.**; turn right, continuing straight ahead on macadam across RR. (36.3 m).
- 37.2 1.4 Fork at end of macadam; brick saloon in angle; bear left upgrade.
- 37.5 0.3 Fork; bear right past brick yard up long winding grade, follow direct road over very rolling country, running down into valley (41.0 m), straight ahead through small town of **Stockton** (41.9 m). Cross RR. (42.4 m), curving left along tracks (43.1 m); at fork keep left along RR
- 44.7 7.2 **Caution** for sharp left and right turn under RR.
- 45.3 0.6 **Caution** for sharp right and left turns under RR., follow direct road running upgrade out of valley.
- 48.6 3.3 **LEWISTON**—City Hall on right.
Keep straight ahead through town along RR. tracks, crossing another RR. (51.7 m).
- 52.0 3.4 End of road; turn left, crossing RR. (52.3 m).
- 52.4 0.4 Right-hand road immediately before RR.; turn right to
- 53.2 0.8 **UTICA**—Post Office on farther right.
Go 1 block beyond Post Office, jog right and then left across RR., meeting heavy telephone lines just beyond.
- 58.7 5.5 Prominent 4-corners at top of short grade; turn left into principal street, crossing 2 RRs. to center of
- 59.1 0.4 **ST. CHARLES.** Do not pass bank (on right); immediately beyond RR. turn right on very narrow street close to tracks, crossing another RR. (59.3 m), keeping straight ahead out of town over short sandy stretch direct to
- 62.7 3.6 **DOVER.** Straight ahead, crossing RR. (62.8 m).
- 66.7 4.0 4-corners—long row of poplar trees on cross-road; turn right, curving left with road just beyond.
- 67.3 0.6 End of road; turn right.
- 67.5 0.2 Left-hand road; turn left for 1 block and then right to
- 67.8 0.3 **EYOTA.** Keep straight ahead through town across RR.
- 69.0 1.2 4-corners; turn left with poles across RR. (70.4 m), keeping straight ahead to center of
- 74.6 5.6 **CHESTER.** Straight through town across RR. (75.3 m).
- 76.3 1.7 3-corners; curve right with poles on sandy stretch. **Caution** for sharp right turn (77.8 m).

- 78.1 1.8 Left-hand road—road ahead leads upgrade; turn left leaving poles.
- 78.5 0.4 End of road; turn left onto macadam, passing asylum buildings (on right—79.5 m).
- 79.7 1.2 Fork—entrance to asylum buildings on right; bear left into East College St., continuing straight ahead across RR. and long iron bridge (80.7 m).
- 80.8 1.1 First street beyond bridge—fire station on left; turn right on Broadway to center of
- 81.0 0.2 **ROCHESTER**, Broadway & Zumbro Sts.
Wakefield Garage, Stock Michelin Tires.
For diverging routes, see Index map, page 366.
Turn square left, follow Zumbro St. straight ahead past Court House (81.2 m).
- 81.7 0.7 4-corners; turn right into Cascade Road across 3 RRs. (82.3 m).
- 82.7 1.0 Bear left with main travel and telephone poles, avoiding road to the right (83.5 m).
- 86.1 3.4 Irregular 4-corners—church ahead on right; bear right with poles, winding upgrade.
- 87.1 1.0 Right-hand road; turn right with main travel and poles.
- 90.5 3.4 End of road; turn left with poles to first
- 90.8 0.3 Right-hand road; turn right with poles. **Caution** for sharp left and right turns (92.0 m), center of
- 92.1 1.3 **ORONOCO**. Continue straight through town upgrade.
- 92.5 0.4 End of road; jog left and next right to first
- 92.6 0.1 Left-hand road; turn left with poles, passing pond (on left).
- 93.7 1.1 Fork; bear right with poles.
- 95.6 1.9 End of road; turn left, follow poles across RRs. (98.7 m & 98.9 m) to prominent 4-corners in residence section of
- 99.1 3.5 **PINE ISLAND**—3 blocks beyond RR.; turn right for 1 block and then left.
- 99.3 0.2 End of road; turn right, follow main travel straight ahead on state road over rolling country.
- 105.3 6.0 Prominent 4-corners at edge of town; turn right into Main St. to center of
- 105.6 0.3 **ZUMBROTA**—RR. straight ahead.
Turn left along tracks running between double row of fine maple trees to
- 106.0 0.4 End of street—hospital straight ahead on hill; turn right, crossing RR. (106.2 m), curving left into road from right (106.4 m).
- 107.9 1.9 Curve right with poles across 2 iron bridges, taking next left with main travel, still with poles; continue straight
- 109.1 1.2 **Caution**, very dangerous sharp left and right turns across narrow wooden bridge, running upgrade just beyond, straight through all cross-roads.
- 112.3 3.2 3-corners; bear right with poles to center of
- 114.0 1.7 **HADER**—4-corners; turn right, keeping left at fork

- just beyond across small wooden bridge, following telephone poles over very rolling country.
- 117.6 3.6 **WASTEDO**—poles leave to the right.
Keep straight ahead, passing blacksmith shop (on right), running through woods for over a mile (119.0 m). **Caution** for winding downgrade (120.6 m). Follow rather rough and sandy road across valley.
- 122.2 4.6 3-corners; bear right, same thoroughfare becoming 4th St., which follow to center of
- 125.5 3.3 **CANNON FALLS**—bank on farther left, band stand on farther right. Turn left to Mill St., curving right across long iron bridge, keep straight ahead on winding grade across iron bridge and 2 RRs. (126.3 m), curving left just beyond. Cross another RR. (126.8 m).
- 127.1 1.6 Prominent left-hand branch road; bear left with telephone poles.
- 130.5 3.4 Telephone poles divide; turn right, follow direct road winding in spots through diagonal cross-road (134.5 m). Avoid road to the right, which leads into **Hampton** (135.0 m), keeping ahead across RR. tracks. Cross RRs. (136.0 m & 137.1 m).
- 138.0 7.5 End of road; turn left with main travel $\frac{1}{2}$ mile.
- 138.5 0.5 Right-hand road—sign on farther right; turn right, crossing RR. (139.2 m) to first
- 139.4 0.9 4-corners; turn left between double row of trees.
- 140.4 1.0 4-corners—school on left; turn right straight ahead over level country on good road through small town of **Rich Valley** (146.2 m). Cross RR. (148.1 m). **Caution** for winding downgrade between lakes (150.7 m).
- 152.0 11.6 Jog left and right across RR., going straight ahead through Westcott (152.2 m), curving right and left, re-crossing RR. (152.8 m); follow winding but direct road. **Take care not to pass**
- 159.2 7.2 **Cherokee Ave.**, just after passing State Survey Signs (on left); bear left, keeping straight ahead to bank of Mississippi River, where curve right.
- 160.4 1.2 Turn square left around iron watering trough, crossing long iron bridge over river, running onto Smith Ave.
- 161.1 0.7 **7th St.** (with trolley line); turn right, straight ahead to
- 161.9 0.8 **Wabasha St.**; turn right to Court House, center of
- 162.1 0.2 **ST. PAUL**, Wabasha & 5th Sts.

Hotel Ryan, Sixth & Robert Sts.

H. H. Harrison, 650 Grand Ave., Stock Michelin Tires.

St. Paul Motor Vehicle Co., 50 E. 4th St., Stock Michelin Tires.

For Minneapolis, see Route No. 191.

For city map, see page 388. For diverging routes, see Index map, page 366.

For through connections, see Trunk-line Index map, front of book.

Note (a)—Scenic option between La Crosse and Ridgeway. Follow regular route to end of road in La Crescent (3.3 m), there instead of turning left turn right past brick school taking next left and then right around church for 1 block, turning left 1 block and right again at (3.7 m). Follow main traveled road. Where road commences to wind upgrade on ridge use caution for sharp turns and rough spots. End of road (6.4 m) turn right to end of road (9.2 m) where turn left following winding ridge road with views of Mississippi over to

La Crosse Section

the right. At left-hand road (13.3 m) turn left into Nodine (13.7 m), at center of town turn right little over 1 mile to 4-corners (14.9 m); turn left passing brick school (15.2 m). At (18.8 m) jog left taking next right. At (19.6 m) jog left and take first right into **Ridgeway** (21.5 m) post office and store on right. Regular route comes in from the left.

Note (b)—Short Route Witoka to Lewiston, not through Winona. Witoka—5-corners; bear slightly left into "Old Territorial Road" passing blacksmith shop (on right) to end of road (0.8 m), where turn left curving right short distance beyond, turning right (1.3 m) for 1½ miles. Turn left and road is straight for 7 miles through **Wilson** (4.4 m) to 4-corners at **Wyattville Creamery** (9.8 m), turn right at creamery for nearly 2 miles turning left at 4-corners with school on farther left (11.7 m), straight ahead at 4-corners (15.0 m), turn right with main travel across RR. (15.9 m) turning left just beyond to center of **Lewiston** (16.4 m)

Route 190-A

Route 190A—Rochester to Owatonna, Minn.—43.8 m.

Route map, page 366

Reverse route, No. 196

First part to Byron over rather rolling country with one or two rough spots. Rest of the way over quite level road with good natural surface.

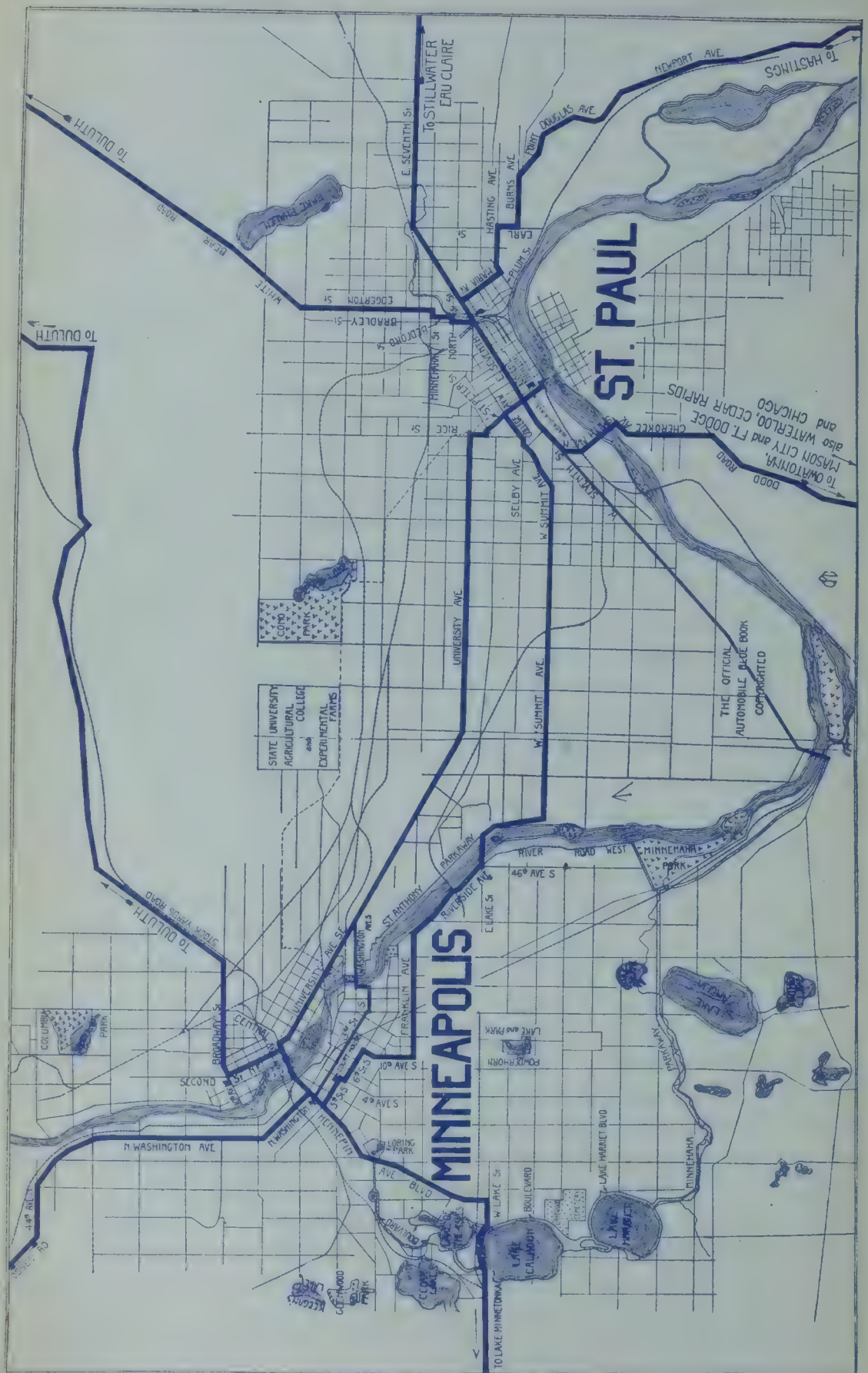
MILEAGES
Total Intermediate

0.0	0.0	ROCHESTER , Broadway & Zumbro St.—hotel on corner.
		Go west on Zumbro St. straight out of city. Road is direct over rather hilly country. Caution for winding upgrade (3.8 m) and corresponding downgrade.
8.3	8.3	4-corners—school on right, nursery on farther right; turn right with poles.
8.9	0.6	Left-hand road—RR. crossing straight ahead; turn left, still with poles, curving right across RR. to center of
9.8	0.9	BYRON . Straight ahead 1 block from RR. to end of street, where turn left at small brick bank, running straight ahead out of town.
11.4	1.6	End of road; turn left, recrossing RR.
11.7	0.3	Right-hand road; turn right—parallel RR. tracks—jogging right and left across same (15.0 m), straight through Kasson (15.2 m), crossing RRs. (15.9 m & 19.9 m), past brick school (on left) to 4-corners in
20.5	8.8	DODGE CENTER —business section 2 blocks to left. Turn square right, passing creamery (on right—20.8 m).
21.5	1.0	Fork immediately beyond iron bridge; bear left, avoiding RR. underpass.
22.1	0.6	End of road; turn left with main travel.
23.3	1.2	Right-hand road; turn right under RR., curving left immediately beyond across RR. (24.2 m).
24.8	1.5	4-corners; turn left, crossing RR. at
25.5	0.7	Eden Station (on left). Keep straight ahead on direct road through prominent cross-road (26.3 m).
32.7	7.2	Turn right with road at lake (on left).
33.7	1.0	End of road; turn left, passing church (on left).
37.3	3.6	End of road; turn left to first
37.7	0.4	Right-hand road; bear right with main travel; follow slightly winding but direct road, crossing RR. (43.1 m), same thorofare becoming Rose St.
43.6	5.9	Cedar St. ; turn left 3 blocks to center of
43.8	0.2	OWATONNA —Park straight ahead.

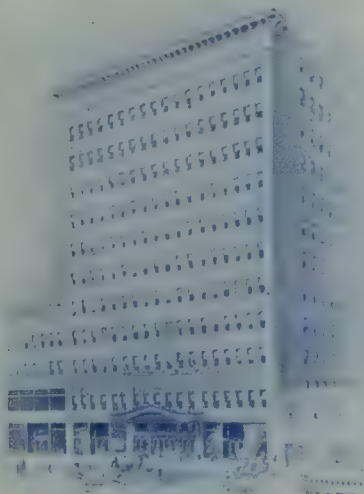
The Owatonna. half block west of park.

C. Zamboni & Sons, Cedar & Pearl Sts., **Stock Michelin Tires**.

For diverging routes, see **Index map**, page 366.



Map of St. Paul and Minneapolis, showing main thoroughfares used for automobile travel into and between these two important cities.



HOTEL DYCKMAN

Highest Type Fireproof Construction

MINNEAPOLIS

The Complete Hotel

Opened May 15, 1910

240 Rooms

Every Room with Bath. All Outside Rooms.
Circulating Ice Water to all Rooms.

Rates, \$1.50 to \$5.00

European Plan

No Hotel Better

C. D. COLLINS



HOTEL RYAN

Sixth and Roberts Sts.

ST. PAUL, MINN.

**Automobile Parties Given
Special Attention**

Rates \$1.00 to \$1.50; with bath \$2.00 and up

European Plan

WALTER A. POCOCK, Manager

Life Member of St. Paul Auto. Club

Headquarters—St. Paul Auto Club and State
Automobile Association.



Parker's MammothGarage....

**22,000 Square Feet
Room for 150 Cars**

**Largest Repair Shop in N. W.
Only best mechanics employed**

PARKER GARAGE CO.

Tenth Street and Mary Place
MINNEAPOLIS, MINN.

ALWAYS OPEN

TOOT YOUR HORN AND ELECTRIC DOORS WILL OPEN

ST. PAUL-MINNEAPOLIS SECTION

ROUTES 191 TO 200.

Route Center for St. Paul—The intersection of Wabasha & 5th Sts. has been taken as the starting point of all routes, as the Court House at this point makes it easily identified; moreover, it is convenient to hotel and garage sections. The starting point for all routes in this section has been made St. Paul, as the tourists from Minneapolis to the South will pass through some part of St. Paul and in all probability follow the established route between the two cities via University Ave.

Points of Interest—St. Paul and Minneapolis, the twin cities of the West, although located nearly 10 miles apart, really form one large city. **St. Paul**, the capitol of Minnesota, is ideally located on the northeast bank of the Mississippi River at the head of navigation. The first white settler, a French Canadian, built a house here in 1838. In 1841 the place received its name from a chapel dedicated to St. Paul by a French priest. The new State Capitol, erected from designs of Cass Gilbert, at a cost of \$4,500,000, is located on North Wabasha Ave. The State Law Library and that of the State Historical Society are both housed in the Capitol Building. The Mural paintings by LaFarge, Simmons and others are also worth inspection. The old State Capitol Building at Wabasha & 10th Sts. is still occupied by state offices. Summit Ave., the principal residence street, is one of the finest of its kind in the United States, as remarkable taste has been shown in giving one the sense of liberal expenditure without ostentation. Its location along the high bluff above the city and river is also ideal for magnificent views of the surrounding country. Probably the most prominent dwelling is the large brown stone mansion of James J. Hill, President of the Great Northern Railway, which contains a fine collection of paintings. Those desiring an excellent view of the city should follow 7th St. & Smith Ave. across the "high bridge," which, sloping from the northeastern bank of the river to the high bluffs on the southwestern side, commands a view of the city and vicinity. Among the interesting points in the vicinity are the Indian mounds at Daytons Bluff, just east of St. Paul, commanding a fine view of city and river; Carver's Cave, named from Capt. Jonathan Carver, who killed two Indians in 1767; also the State Fish Hatchery. Lake Como and Como Park are $3\frac{1}{2}$ miles northwest of the city. Fort Snelling, a U. S. military post, lies on the west bank of the Mississippi at the junction of the Minnesota. Minnehaha Falls may be reached from St. Paul over an excellent boulevard, also trolley and steamer in summer. This section of Minnesota is thickly covered by lakes, the total area of which in the whole state exceeds 4,000 square miles. A number of these are within easy reach of St. Paul and Minneapolis, the larger being White Bear, Bald Eagle Lake and Lake Minnetonka.

Points of Interest in Minneapolis—Minneapolis is the largest city in Minnesota and the chief flour-making place in the world. It lies on both banks of the Mississippi, a few miles northwest of St. Paul, where the river descends over the falls of St. Anthony. Its prosperity is largely due to the extensive agricultural district contributory to it and the water power offered by St. Anthony Falls with a perpendicular drop of over 50 feet, yielding 50,000 horsepower. The flour mills, one of the most interesting sights, are all gathered on the banks of the river near St. Anthony Falls. The total daily capacity of about 20 mills is over 90,000 barrels. Among the largest mills are those of the Washburn-Crosby Co., Pillsbury Mills and Russell-Miller Mill. The grain elevators of the city have a capacity of 40,000,000 bushels. The lumber industry is still one of the most important in the city, and a visit to one of these mills is well worth while, as it is interesting to see how a modern mill will cut over 30,000,000 feet of timber annually. The University of Minnesota, located on University and Washington Aves., is one of the finest in the West, with over 4,000 students. Within the city limits are a great number of wooded lakes, and this fact, together with the gorges of the Mississippi and Minnehaha Creek, is being taken full advantage of by a system of boulevards which are already well under way, and automobilists in particular should not fail to make at least a partial circuit of same. Probably the best known resort near the Twin Cities is Lake Minnetonka, about 15 miles to the west. This lake, although only a little over 12 miles long, has a shore line of over 150 miles and its low wooded hills are lined with summer cottages.



The West Hotel MINNEAPOLIS, MINN.

(European)

Largest in the
Northwest

Location Most
Prominent

Terms Most
Reasonable

\$1.00 Per Day Upward

Route 191—St. Paul to Minneapolis—9.9 m.

Of the many routes between these two important cities, the following "University Ave. route," has been selected because of its directness and good pavement. Another much used inter-city run is via Summit Ave., St. Paul, and Riverside Drive, Minneapolis.

MILEAGES		(For this and optional Twin City routes, see city map, page 388.)	
Total	Intermediate		
0.0	0.0	ST. PAUL	5th & Wabasha Sts. Go 1 block on 5th to
0.1	0.1	St. Peter St.	; turn right and follow same upgrade, bearing slightly left through irregular 4-corners, to
0.9	0.8	Rice St.	, turn right 2 blocks to
1.1	0.2	University Ave.	, turn left, meeting trolleys; follow same almost straight across long iron bridge over RR. (5.1 m) —(trolleys leave 6.9 m)—cross RR. (7.2 m), pass University of Minnesota buildings (on left); go under RR. (7.8 m) to
8.9	7.8	Central Ave.	, turn left, cross 2 iron bridges, bear right with trolleys on Hennepin Ave. to center of
9.9	1.0	MINNEAPOLIS	Hennepin Ave. & 5th St.
		Hotel Dyckman, To the left on Fifth St.	
		West Hotel, Hennepin Ave. & Fifth St.	
		Parker Garage Co., 10th St. & Mary Place.	

Route 191R—Minneapolis to St. Paul—9.9 m.

MILEAGES		(For this and optional Twin City routes, see city map, page 388.)	
Total	Intermediate		
0.0	0.0	MINNEAPOLIS	Hennepin Ave. & 5th St. Start north-east on Hennepin Ave., cross 2 large iron bridges over Mississippi River, to
1.0	1.0	University Ave.	(1 block before trolley turns right); turn right, going under RR. (2.1 m), pass University Buildings (on right), cross RR. (2.7 m), pick up trolleys (from right—3.0 m), running across long iron bridge over RR. (4.8 m) to
8.8	7.8	Rice St.	(5-corners); turn right, away from trolleys.
9.0	0.2		Turn left, and right just beyond on St. Peter St., which follow downgrade, crossing 2 trolley lines to
9.8	0.8	5th St.	Turn left 1 block to center of
9.9	0.1	ST. PAUL	5th & Wabasha Sts.—Courthouse on right.
		Hotel Ryan, Sixth & Robert Sts.	
		H. H. Harrison, 650 Grand Ave., Stock Michelin Tires.	
		St. Paul Motor Vehicle Co., 50 E. 4th St., Stock Michelin Tires.	

Route 192

Route 192—St. Paul, Minn., to La Crosse, Wis.—162.1 m.

Route map, page 366

St. Paul-Minneapolis Section

Reverse route, No. 190

Via Zumbrota, Rochester and Winona. Over mixture of long level stretches with some rolling country and one or two rather long grades, particularly between Winona and La Crosse. Some excellent views of country.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 388.)

0.0	0.0	ST. PAUL , 5th & Wabasha Sts. From Court House (on right) go 2 blocks to
0.2	0.2	7th St. ; turn left, keeping straight ahead with trolley.
1.0	0.8	Smith St. ; turn diagonally left, running upgrade over high bridge across Mississippi River.
1.7	0.7	Immediately after running off of bridge turn right around iron watering trough, curving left with street into Cherokee Ave., which follow straight ahead upgrade.
2.9	1.2	End of road; bear right with main travel. Although road is winding, it is direct, curving right and left across RR. (9.3 m) to small town of
9.9	7.0	WESTCOTT . (Route No. 194 leaves to the right.) Keep straight ahead, jogging left and right across RR. (10.1 m); follow rather sandy gravel road, rough in spots, curving between two lakes (11.2 m), straight ahead upgrade, crossing RR. (14.0 m), through small town of Rich Valley (15.9 m).
21.7	11.8	4-corners—school on farther left; turn left between double row of trees for 1 mile.
22.7	1.0	4-corners (road straight ahead leads into Empire City); turn right, crossing RR.
23.6	0.9	End of road; turn left 1/2 mile.
24.1	0.5	Right-hand road—school on right; turn right with main travel. Road is straight ahead, crossing RRs. (25.0 m & 26.1 m), through 4-corners (26.6 m), where main travel turns into Hampton, keeping downgrade across 2 RRs. (27.1 m), through diagonal cross-roads (27.6 m); follow winding but direct road.
31.6	7.5	End of road; turn left.
35.0	3.4	Bear right with poles into road from left across RR. (35.3 m), bearing right around mill, across iron bridge and tracks (35.8 m); follow winding road upgrade (36.1 m), crossing long iron bridge (36.5 m), curving left off of bridge to center of
36.6	1.6	CANNON FALLS —bank on left, band stand on farther left. Turn square right on 4th St., go straight ahead for over 3 miles.
39.9	3.3	3-corners; bear left over rather rough and sandy road across valley, running up winding grade (41.1 m) through woods (42.0 m), straight through diagonal cross-roads at Wastedo (44.5 m). Road is straight ahead with main travel.
48.0	8.1	Curve right with poles to center of
48.1	0.1	HADER . Turn left with telephone poles.
49.8	1.7	3-corners; bear left, still with poles and main travel.

C. E. Wakefield GARAGE

316 So. Main St.

ROCHESTER, MINN.

- 53.0 3.2 Caution for very dangerous sharp left and right curve downgrade across small wooden bridge, passing tile works (on right) just beyond.
- 53.9 0.9 End of road; bear right with poles and main travel across 2 small bridges, taking first left still with poles.
- 55.7 1.8 Right-hand branch road at edge of city; bear right with one line of poles across RR. (55.9 m).
- 56.1 0.4 Left-hand street—hospital on high ground on right; turn left between double row of maple trees, straight ahead to center of
- 56.5 0.4 **ZUMBROTA**, Main St.—RR. on left.
Turn right into Main St.
- 56.8 0.3 4-corners in residence district; turn left, running upgrade. Avoid road to the left where telephone poles leave (57.6 m), keeping straight ahead with main travel over slightly rolling country.
- 62.8 6.0 Left-hand road; turn left with poles 1 block and then right to center of
- 63.0 0.2 **PINE ISLAND**. Turn square left through residence section, crossing RRs. (63.2 m & 63.4 m). Road is straight ahead for over 3 miles.
- 66.5 3.5 Right-hand road; turn right, still with telephone poles.
- 69.5 3.0 End of road—pond on right; turn right and next left for 1 block.
- 69.6 0.1 Right-hand street; turn right to center of
- 70.0 0.4 **ORONOCO**. Keep straight ahead downgrade through town, crossing iron bridge over Oronoco River, running upgrade off of bridge; use caution for sharp left and right curves.
- 71.3 1.3 End of road; turn left with poles to first
- 71.6 0.3 Right-hand road; turn right, following poles straight ahead.
- 75.0 3.4 End of road; turn left with main travel and winding road downgrade.
- 76.0 1.0 Irregular 4-corners—church on right; bear left to diagonal road, still with poles. Road is straight for over 3 miles.
- 79.4 3.4 Right-hand road; turn right with main travel and poles, crossing 3 RRs. (79.8 m).
- 80.4 1.0 **Zumbro St.** (brick); turn left, passing Court House (on left—80.9 m) to center of
- 81.1 0.7 **ROCHESTER**, Broadway & Zumbro Sts.
Wakefield Garage, Stock Michelin Tires.
Turn right 2 blocks, So. Broadway.
- 81.3 0.2 End of street—fire station straight ahead; turn left, still

Route 192

St. Paul-Minneapolis Section

- with macadam, into College St., crossing long iron bridge and RR., curving right into road from left (82.4 m), passing asylum buildings (on left). **Take care not to pass**
- 83.6 2.3 Right-hand road; turn right up slight grade to
- 84.0 0.4 End of road; turn right. **Caution** for sharp curve in road on sandy stretch (84.3 m). **Avoid** road to the right (85.4 m), keeping slightly left with telephone poles across RR. (86.8 m). Road is straight ahead with telephone poles, through **Chester** (87.5 m), crossing RR. (91.7 m).
- 93.1 9.1 4-corners; turn right with telephone poles, crossing RR. at center of
- 94.3 1.2 **EYOTA**. Keep straight ahead for about 2 blocks.
- 94.5 0.2 4-corners; turn left in residence district, taking next right to end of street.
- 94.8 0.3 Left-hand road; turn left, curving right with road (95.3 m).
- 95.4 0.6 4-corners in middle of long row of poplar trees; turn left and go straight ahead across RR. (99.0 m) through **Dover** (99.4 m), parallel RR. (on left).
- 102.8 7.4 Fork; keep left along tracks, crossing another RR., following rather narrow street to center of
- 103.0 0.2 **ST. CHARLES**. Turn square left into principal business street, crossing 2 RRs.
- 103.4 0.4 4-corners—small brick store on right; turn right, go straight ahead for over 5 miles.
- 108.8 5.4 Right-hand road immediately beyond RR. crossing; turn right and next left.
- 108.9 0.1 **UTICA**—Post Office on left. Keep straight ahead along tracks (on right).
- 109.7 0.8 End of road; turn left away from tracks, crossing another RR. to first
- 110.1 0.4 Right-hand road—telephone lines divide; turn right, crossing RR. (110.4 m). Road is straight ahead along tracks (on right) to center of
- 113.5 3.4 **LEWISTON**—City Hall on farther left.
See Note (a) for connection to Witoka not through Winona. Keep straight ahead out of town, running down winding grade (115.2 m).
- 116.4 2.9 Right-hand road; school on farther right; turn right, following direct road over hilly country. **Caution** for sharp right and left turn under RR. (116.8 m) and also for left and right turn under RR. again (117.2 m), following along tracks; turn right across same (119.7 m) to center of

15

THE Warner Auto-Meter on the dash-board of the car on the dealer's floor is an indication of the Quality which will usually be found to exist in all other accessories and in the car itself. The use of the Warner Indicates an intention to give the BEST obtainable through the entire car.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

- 120.2 3.8 **STOCKTON.** Keep straight ahead through town, running up winding grade out of valley (121.2 m) and down corresponding grade off of ridge (122.7 m) curving left at foot of hill past brick yards, passing saloon (on left—124.9 m), running onto macadam road across RR. (125.8 m). Keep straight ahead on Mankato Ave. **Take care not to pass**
- 126.3 6.1 **Vila St.**; turn left, passing Convent (on right—126.5 m).
- 126.6 0.3 **Broadway**; turn right with macadam and main travel, keeping straight ahead across RR. (126.8 m), past park (on left—127.7 m), center of
- 128.0 1.4 **WINONA**, Broadway & Main Sts.—Park on farther left. Keep straight ahead on Broadway, passing another park (128.5 m); cross trolley (129.0 m).
- 129.1 1.1 **Mankato Ave.**, 1 block beyond trolley; turn right, crossing RR. (129.4 m & 130.1 m).
- 130.5 1.4 Fork at foot of short grade (both roads macadam); bear left to first
- 130.9 0.4 Right-hand branch road—cemetery on right; bear right, leaving river road. Macadam ends about $\frac{1}{2}$ mile after turn. Follow direct road across Pleasant Valley, avoiding road to the right (133.0 m), running onto macadam again (134.6 m), using special caution for long winding upgrade with sharp turns. Macadam ends at top of hill. Road is direct to center of
- 137.5 6.6 **WITOKA**—5-corners, postoffice on left, blacksmith shop on right. Bear slightly left, following direct road over rolling country, **avoiding** road to the left (138.1 m) and road to the right (138.3 m), following telephone poles.
- 138.9 1.4 4-corners—farm house in grove on farther left; turn left over very rolling country to center of
- 141.1 2.2 **RIDGEWAY**—Post Office in store on left.
See Note (a) for optional route via Nodine to La Crosse over more hilly road with practically the same mileage but offering exceptional views of Mississippi River and Valley.
Turn square right.
- 141.6 0.5 Keep straight ahead, avoiding road to the right; follow winding ridge road.
- 142.4 0.8 Keep straight ahead, avoiding prominent right-hand road, avoiding another right-hand road (143.5 m), continuing on winding but direct ridge road through all cross-roads.
- 152.7 10.3 End of road—church and cemetery on farther right; turn left.
- 153.5 0.8 End of road—church and school on left; turn right, continuing on ridge road for about 2 miles, then running down long winding grade, cross small bridge at foot of grade and up short grade just beyond (157.4 m), bearing left with road from right (157.7 m) and right down short grade with road from left (158.0 m). Bear left at (158.5 m) to first

Route 193

St. Paul-Minneapolis Section

- 158.7 5.2 4-corners; turn right, curving left with street to center of
- 158.8 0.1 **LA CRESCENT**—school on left, blacksmith shop opposite; turn right downgrade; keeping right, jogging left and right across tracks; follow along same short distance and turn left with road, crossing built-up highway across marsh with two long bridges, crossing another long iron bridge over Mississippi River (161.5 m).
- 161.7 2.9 **Front St.** immediately after leaving bridge; turn left on brick pavement for 1 block and then right on Pearl St., crossing RR. and trolley.
- 162.0 0.3 **4th St.**; turn left to Court House center of
- 162.1 0.1 **LA CROSSE**, State & 4th Sts.

Holway Garage, State & Fifth Sts.

P. Hofweber & Sons, 113 Main St., Stock Michelin Tires.

For city map, see page 365. For diverging routes, see **Index map**, page 366.

For through connections see **Trunk-line Index map**, front of book.

Note (a)—Short route Lewiston to Witoka not through Winona. At City Hall center of Lewiston go straight ahead along RR. (on right) to 4-corners—small grove (on right—0.4 m); turn right (1.1 m) crossing RR. At 4-corners (1.4 m) turn left with main travel for little over 3 miles to 4-corners with school (on left—4.7 m). Turn right about 2 miles to 4-corners (**Wyattville creamery** on right—6.6 m), turn left, road is straight ahead through **Wilson** (12.0 m). End of road (13.7 m) where turn right to end of road (15.1 m) turning left keeping left with main travel (15.5 m) turning right (15.6 m) to center of **Witoka** (16.4 m)—blacksmith shop on left.

Note (b)—Scenic Option, Ridgeway to La Crosse. From post office on left keep straight ahead to end of road (1.9 m), where turn left and right with road just beyond to end of road (2.6 m), jog left and right again with road past brick school (on left—6.3 m) to 4-corners (6.6 m). Here turn right to end of road in **Nodine** (7.8 m) turn left around store to end of road (8.2 m), turn right with poles and main travel following winding road on top of ridge soon coming in sight of views over to the left. At right-hand road (12.3 m) turn right to left-hand road (15.1 m) where turn left shortly begin long downgrade off of bridge. **Caution** for steep pitches and sharp curves. At 4-corners (17.8 m) turn left 1 block then right and next left around church taking next right past brick school to blacksmith shop in **La Crescent** (18.2 m); turn left downgrade, turn right along tracks, jog left and right across same turning left with main travel (18.5 m) following built-up road across a number of iron bridges to **Front St.** (21.1 m) where turn left 1 block and then right to **La Crosse**.

Route 193—St. Paul, Minn., to Eau Claire, Wis.—87.0 m.

Route map, page 366

Reverse route, No. 181

Via Hudson and Menominee. First part over rather level road of sandy loam with several stretches of good gravel. Latter part becomes more rolling and winding, with sharp curves on narrow road.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 388.)

0.0 0.0 **ST. PAUL**, Wabasha & 5th Sts.

From Court House (on right) go north 1 block on Wabasha St., turning right into 6th St., which follow with good asphalt pavement, running straight ahead, jogging slightly left and right across Broadway (0.6 m), across bridge over a number of RRs. (1.2 m).

- 1.4 1.4 **Maria Ave.** (with trolley); turn left 1 block then right into 7th St., following trolley straight ahead.
- 2.1 0.7 **Minnehaha St.**—trolley goes straight ahead; turn right onto macadam, passing small lake (on right—4.5 m).
- 5.8 3.7 4-corners—automobile club sign on farther right; turn right, leaving telephone poles for 1 mile.

St. Paul-Minneapolis Section

Route 193

- 6.8 1.0 4-corners—lake on left; turn left, meeting telephone line. Road is straight ahead for over 10 miles. **Caution** for winding downgrade (16.8 m).
- 17.3 10.5 4-corners—sign directions to ferry on farther right; turn right to center of
- 17.4 0.1 **LAKELAND**—Post Office on left; turn left under RR. bridge to ferry landing.
- 17.5 0.1 **Ferry across river**—rates 50c to 65c. Leaving ferry run straight ahead across RR.
- 17.6 0.1 **Second St.**—(first street beyond RR.); turn left to center of
- 17.9 0.3 **HUDSON**, Walnut & 2nd Sts. Go straight ahead 2 blocks.
- 18.0 0.1 **Vine St.**; turn right between high stone walls, up long grade, going straight ahead out of city. Road is direct with telephone poles over good gravel most of the way on rolling country, crossing RR. (32.7 m) to northern edge of
- 33.8 15.8 **HAMMOND**. Keep straight ahead.
- 36.7 2.9 4-corners—small frame house on left; turn right with main travel and telephone poles, crossing RR. (37.4 m).
- 37.5 0.8 4-corners just beyond RR.; turn right around church to center of
- 37.6 0.1 **BALDWIN**. Keep ahead 1 block, where turn right at livery barn for 1 block.
- 37.8 0.2 Turn left, passing creamery (on right).
- 38.3 0.5 End of road; turn right with main travel, taking next left to
- 39.5 1.2 Fork—telephone poles divide; bear left with double line of poles across RR. Road is straight ahead for nearly 8 miles, crossing RRs. (41.8 m & 42.8 m), running over RR. bridge (45.8 m).
- 47.1 7.6 4-corners just after passing church and cemetery (on right); turn right with main travel to first
- 47.3 0.2 Left-hand road; turn left straight through center of
- 47.5 0.2 **WILSON**. Cross 2 RRs. (47.7 m).
- 48.1 0.6 Fork; bear left, shortly running down winding grade.
- 48.9 0.8 Left-hand road; turn left across small iron bridge, follow winding but direct road in narrow valley along RR. (on left); jog left and right across RR. (51.2 m).
- 51.7 2.8 End of road; turn right with poles, recrossing tracks and immediately turn left, turning right with road to center.
- 52.3 0.6 **KNAPP**. At end of street turn left, avoid road to the left (52.6 m).
- 52.7 0.4 End of road; turn left.
- 52.8 0.1 4-corners—RR. just ahead; turn right, go straight ahead, curving left and right across tracks (54.9 m), and follow telephone poles with main travel; turn right and left, recrossing tracks (55.7 m). **Caution** for sharp curves on winding upgrade (57.7 m), winding across 2 RRs. at brick yards (58.0 m); follow rather poor road.

Route 194

St. Paul-Minneapolis Section

- 59.7 6.9 Right-hand road; turn right with poles, crossing RR. (60.0 m); follow sandy stretch.
- 61.3 1.6 Turn left with main travel and telephone poles.
- 61.6 0.3 4-corners—RR. just ahead; turn right to center of
- 61.7 0.1 **North Menominee.** Keep straight ahead through town on principal street crossing over RR. bridge (62.5 m).
- 62.7 1.0 Fork; bear left downgrade. **Caution** for sharp turns crossing RR. and long iron bridge (62.8 m), running up long grade on good macadam, curving left into Broadway, which follow to center of
- 63.3 0.6 **MENOMINEE,** Broadway & Main Sts.—high school on farther left.
Turn left, straight ahead on Main St.
- 63.7 0.4 **7th St.**—concrete watering trough on left; bear left with main travel.
- 63.9 0.2 End of street; turn left, take next right, following telephone poles and main travel straight ahead through double row of trees.
- 68.0 4.1 4-corners; turn right, leaving telephone lines for $\frac{1}{2}$ mile.
- 68.5 0.5 4-corners—school on farther right; turn left. Road is straight ahead.
- 73.1 4.6 End of road; turn left with main travel and telephone poles, curving right with road just beyond. Keep straight ahead, telephone poles leave to the left (75.9 m). Road is over sandy stretch for short distance. **Caution** for winding downgrade, crossing iron bridge.
- 79.0 5.9 End of road; turn left, curving right with road just beyond. Keep straight ahead over slightly rolling country; follow slightly winding but direct road under RR. (85.6 m).
- 85.8 6.8 **Bellinger St.** (brick pavement); turn right for 1 block with trolley.
- 85.9 0.1 **Madison St.**; turn left, follow macadam street across RR. (86.0 m), crossing long iron bridge over Chippewa River; cross another RR. just beyond. **Take care not to pass**
- 86.3 0.4 **North Barstow St.**; turn right, meeting trolley from the left 1 block beyond; follow same straight ahead, crossing long concrete bridge over Eau Claire River (86.5 m) to Post Office, center of
- 87.0 0.7 **EAU CLAIRE,** Barstow & Jones Sts.

For city map, see page 378. For diverging routes, see Index map, page 366.

Route 194—St. Paul to Waterloo, Ia.—210.8 M.

Route map, page 366

Reverse route, No. 550

Via Owatonna and Austin; mostly good gravel to Austin; fair dirt roads the rest of the way; good in dry weather.

MILEAGES (For this and optional exits, see map of Twin Cities, page 388.)
Total Intermediate

- 0.0 0.0 **ST. PAUL,** Wabasha & 5th Sts. Start north on Wabasha St., to
- 0.2 0.2 **7th St.** Turn left, following trolleys to
- 0.9 0.7 **Smith St.**; turn left, shortly running onto long high bridge over Mississippi River.

- 1.7 0.8 At end of bridge, turn right on Cherokee St., bearing left with same to prominent
- 2.8 1.1 4-corners at **Dodd Road**; turn right with main travel, pass schoolhouse (3.5 m) and church (7.4 m), bearing right, crossing RR. (9.7 m). Follow telephone poles direct to
- 15.7 12.9 **ROSEMOUNT**. Turn right with poles to
- 16.2 0.5 Fork of 3-roads; turn left with poles, cross RR. (17.7 m), pass schoolhouse (on left—21.3 m), cross RR. (22.7 m)—telephone wires leave to the right (22.8 m)—
- 23.0 6.8 Right-hand road; turn right to center of
- 23.4 0.4 **FARMINGTON**. Turn left 1 block, then right to
- 23.6 0.2 End of street; turn left with poles, to
- 24.0 0.4 End of road; turn right, cross 2 RRs. (24.1 m) to first
- 24.5 0.5 Left-hand road; turn left with poles, crossing RR. (25.0 m),—and avoid right-hand road (25.2 m),—follow narrow direct road to
- 30.4 5.9 End of same; turn right to next
- 30.8 0.4 Left-hand road; turn left, pass cemetery (on right) and church (on left), jogging left and right (31.3 m) to
- 31.9 1.1 End of road; turn left with telephone line, cross RR. (32.2 m) to
- 32.4 0.5 End of road; turn right with main travel, bear left (32.9 m) and right (33.2 m), cross iron bridge (33.5 m), follow direct road with telephone poles, cross RR. (37.2 m) to
- 37.4 5.0 End of road; turn right and left just beyond, onto Water St., which follow straight ahead, bearing left, cross iron bridge to center of
- 37.8 0.4 **NORTHFIELD**. Bear right on middle street.
- 38.2 0.4 4-corners, stone church on left; turn right with poles, and left with road (38.4 m) to
- 40.9 2.7 Irregular 4-corners just after passing cemetery (on right); turn right, cross 2 iron bridges, to
- 41.1 0.2 **DUNDAS**. Cross RR. and turn left immediately beyond.
- 43.5 2.4 4-corners—(poor road straight ahead). Turn right with poles 1 mile to
- 44.5 1.0 4-corners,—(church on farther right-hand corner, school on left). Turn left with poles, cross RR. (45.0 m), turning left up slight grade, to
- 46.0 1.5 Right-hand road; turn right with poles, shortly bearing left downgrade through woods, follow winding road along river, pass church and cemetery (48.7 m), bearing right across RR., and immediately left past signal tower (49.4 m); follow winding but direct road to
- 50.9 4.9 4-corners; turn left with poles, pass cemetery (on right) —(51.1 m), cross 2 iron bridges and RR. (52.0 m) to
- 52.7 1.8 Park (on right); turn left 2 blocks to
- 52.9 0.2 **Main St.** Turn right to center of
- 53.1 0.2 **FARIBAULT**. Straight through, 3 blocks,
- 53.3 0.2 Turn left around livery barn, and almost immediately

THE OWATONNARates, \$2.25 and up
Rooms, single, en suite, with BathsON BEST
CHICAGO-ST. PAUL-MINNEAPOLIS ROUTES

MOREHOUSE & ADSIT, Props.

OWATONNA, MINN.

C. ZAMBONI & SONS OWATONNA, MINNESOTA
FINEST GARAGE IN THE NORTHWESTDEALERS IN
Runabouts, Touring Cars, Automobile Equipment, Lubricants & GasolineStorage and Livery in connection. Expert Repair Work and Prompt service. Charging
and Repairing Storage Batteries a Specialty. Complete Steam Vulcanizing Plant.

- bear right, follow main travel on good road, with telephone poles, to
- 54.4 1.1 Fork; just after crossing RR.; bear left, cross RR. (55.0 m), pass cemetery (55.5 m). Road turns left down sharp grade (56.7 m), pass school (57.8 m) and cemetery (60.8 m), cross iron bridge (61.7 m) to
- 61.8 7.4 End of road; turn right with telephone poles, cross RR.
- 62.0 0.2 **MEDFORD.** Straight through, bearing left across RR. track (62.8 m), and right across same (63.2 m). Follow telephone poles across iron bridge (64.2 m) upgrade to
- 64.6 2.6 End of road; bear left, pass schoolhouse (on right) to
- 65.5 0.9 Left-hand road, after passing creamery (on left); turn left, leaving heavy telephone line;—cross RR. to first
- 65.8 0.3 Right-hand road; turn right, cross RR. (66.2 m) to
- 67.8 2.0 End of road; turn left, then right just beyond, cross bridge over RR. (68.1 m), pass school buildings (on right) to next
- 68.5 0.7 Left-hand road; turn left, down slight grade, cross RR. (68.8 m) and iron bridge just beyond, to
- 69.0 0.5 **North Cedar St.** Turn right to end of street at park,
- 69.2 0.2 **OWATONNA.**
- The Owatonna, half block west of park.
- C. Zamboni & Sons, Cedar & Pearl Sts., **Stock Michelin Tires.**
- For diverging routes, see **Index map**, page 366.
- Turn left 2 blocks from park, on Broadway, pass library (on left) to
- 69.5 0.3 **Grove St.**; turn right on same (picking up telephone line from the right—70.0 m), to
- 70.3 0.8 Fork of 4-roads; bear left on middle road with telephone line, pass schoolhouse on right (72.0 m), cross bridge to
- 74.9 4.6 Fork—schoolhouse straight ahead. Turn left with telephone line to
- 75.4 0.5 **PLATT STATION**—RR. crossing straight ahead; turn right with telephone line to next
- 75.7 0.3 Cross-road; turn left across RR., follow direct road past schoolhouse (on left—79.3 m), and cemetery (79.5 m). **Caution** not to pass
- 81.5 5.8 Left-hand road; bear left to

St. Paul-Minneapolis Section
Route 194

- 83.4 1.9 End of road;—signboard straight ahead; turn right, bearing right across RR. (87.8 m);—pick up telephone line from the right just beyond—pass schoolhouse (88.4 m) to
- 88.5 5.1 4-corners, church on left; turn left to
- 88.6 0.1 End of street; turn right to center of
- 88.7 0.1 **BLOOMING PRAIRIE.** Straight through to
- 88.9 0.2 Right-hand road, immediately beyond RR. crossing; turn right and follow main traveled road to
- 90.1 1.2 Right-hand road; turn right; then turn left (90.4 m) to
- 90.9 0.8 End of road; turn right to
- 91.1 0.2 End of road; turn right, pass cemetery, then turn immediately left, bearing right with road (91.4 m). Straight ahead past schoolhouse (93.6 m), and cemetery (95.2 m), cross RR. (96.0 m) to
- 96.4 5.3 Left-hand road; turn left, cross RR. just beyond to
- 97.3 0.9 End of road; turn right, bearing left with road just beyond, and follow direct but winding road to
- 98.8 1.5 End of road; turn right, straight ahead to center of
- 100.2 1.4 **LANSING.** Straight through, bear right across RR. and immediately left (101.4 m); cross RR. (102.8 m), bear right (103.5 m) to
- 104.0 3.8 End of road; turn left to
- 105.5 1.5 Fork; bear left to Main St. (brick pavement), which follow to center of
- 106.1 0.6 **AUSTIN,**—Courthouse on left.
 Moreland & Anker, 116 N. Main St., Stock Michelin Tires.
 For diverging routes, see **Index map**, page 366.
 Straight through, cross iron bridge (106.7 m) to
- 106.8 0.7 Park; on farther side of same, bear left with poles to
- 107.0 0.2 4-corners,—RR. crossing just ahead. Turn right with poles, pass schoolhouse (107.9 m); cross 2 iron bridges (110.1 m), to next
- 110.4 3.4 Left-hand road; turn left with poles; cross RR. (111.0 m) to
- 111.4 1.0 4-corners,—schoolhouse on farther left-hand corner. Turn right, passing schoolhouse (115.3 m), bear right across RR. and immediately left (115.8 m) to
- 117.8 6.4 End of road; turn left across RR. and right immediately beyond, follow along RR., jogging right and immediately left (118.4 m) to
- 118.5 0.7 **LYLE, MINN.** Straight through, passing station (on right), cross RR. switch (119.0 m) to
- 119.8 1.3 End of road; turn right, cross RR. to second
- 120.0 0.2 Left-hand road; turn left, passing cemetery (on right—120.6 m), cross 2 iron bridges; turn right (121.4 m), and left (121.7 m), pass church (on left—122.6 m), bearing left across RR. (125.7 m) and right along same (126.0 m), re-crossing RR. (127.8 m) to
- 128.0 8.0 **ST. ANSGAR, IA.,** 4-corners. Turn left 1 block—RR. crossing just ahead. Turn right, pass water-tower (on left) to

Route 194

St. Paul-Minneapolis Section

- | | | |
|-------|-----|--|
| 128.2 | 0.2 | Left-hand street; turn left, next right, bearing left across RR. (128.7 m), and right just beyond to |
| 129.9 | 1.7 | End of road; turn left past schoolhouse to |
| 130.3 | 0.4 | Right-hand road;—(road straight ahead very poor). Turn right, bearing left (130.8 m) and right (131.2 m), follow along RR. track to prominent |
| 132.6 | 2.3 | Right-hand road; turn right across RR. (133.0 m) to end of road at |
| 133.5 | 0.9 | MITCHELL. Turn left, cross RR.—(station on left), to |
| 134.1 | 0.6 | Right-hand road; turn right and left immediately beyond to |
| 134.4 | 0.3 | End of road; turn right, follow winding road to |
| 135.7 | 1.3 | End of road; turn right, meeting telephone line, bear left past schoolhouse (136.4 m) to |
| 137.1 | 1.4 | 4-corners; turn right, pass cemetery (on right—137.5 m). |
| 138.0 | 0.9 | End of road; turn left, cross RR. and right just beyond, to |
| 138.2 | 0.2 | Main St. —(greenhouse on left); turn left on same to center of |
| 138.4 | 0.2 | OSAGE ,—(hotel on right). Straight through for 3 blocks to |
| 138.7 | 0.3 | 10th St. Turn right to |
| 138.9 | 0.2 | End of same;—fairgrounds straight ahead; turn left, and right just beyond, turning left (139.9 m) to |
| 141.3 | 2.4 | 4-corners; turn right with main travel, follow telephone line, cross iron bridge (141.8 m) to |
| 142.6 | 1.3 | 4-corners; turn left to |
| 145.0 | 2.4 | Right-hand road; turn right, passing church (146.0 m) and schoolhouse (147.0 m) to |
| 151.0 | 6.0 | 4-corners; turn left for one mile to |
| 152.0 | 1.0 | Cross-road,—schoolhouse on farther left-hand corner. Turn right to |
| 154.2 | 2.2 | End of road; turn left, pass schoolhouse (on right—154.4 m) to |
| 155.2 | 1.0 | Right-hand road; turn right with telephone line, follow straight road to |
| 159.2 | 4.0 | Right-hand road just after crossing RR. Turn right, across RR. and straight ahead to center of |
| 159.7 | 0.5 | CHARLES CITY ,—(park on right).
Reed & Jacobs, Wisconsin & Blunt Sts., Stock Michelin Tires.
Straight ahead across concrete bridge to 4-corners,—(Courthouse on right); turn left 2 blocks to |
| 160.1 | 0.4 | Right-hand street; turn right 1 block, where turn left, pass stone school (on right) to |
| 160.5 | 0.4 | End of street; turn right, follow straight out of town to |
| 161.0 | 0.5 | End of road; turn left, bearing right with road just beyond to |
| 161.4 | 0.4 | Left-hand road; turn left,—avoid right-hand road (162.6 m) and keep straight ahead with telephone poles; pass schoolhouse (on right), bearing right (164.4 m) to |
| 165.1 | 3.7 | End of road; bear left, shortly running downgrade across |

St. Paul-Minneapolis Section

Route 194

- bridge (165.7 m), then bear left upgrade just beyond, and right with telephone line, which follow passing schoolhouse (168.3 m), cross iron bridge (170.6 m) to prominent
- 170.9 5.8 Fork, on edge of town; bear right 1 block, then right to next
- 171.1 0.2 Right-hand street; turn square right, pass church (on right) (center of **NASHUA** 2 blocks to left). Straight on, pass schoolhouse (on right—173.1 m), turning left across RR. (174.4 m), then right just beyond; running along river bank for short distance (175.2 m); cross RR. (175.8 m), pass schoolhouse (on right—176.1 m), and follow direct road with some turns, but no cross-roads, to center of
- 178.6 7.5 **PLAINFIELD**. Straight through to
- 179.4 0.8 Cross-road—signboard on right. Turn left, cross RR. and immediately right; jogging left and right (180.1 m), cross RR. to
- 182.6 3.2 **ERMA STATION**, straight on to
- 183.5 0.9 End of road, school on right. Turn left, cross RR., pass cemetery to
- 184.1 0.6 Right-hand road; turn right, cross RR. (184.3 m) to
- 185.5 1.4 Left-hand road; turn left, cross RR. (186.0 m), pass schoolhouse (186.3 m), turning right just beyond, and left to river (187.1 m). Turn right, across RR. (188.1 m), to
- 188.6 3.1 End of road; turn left to cross-street in
- 189.0 0.4 **WAVERLY**. (Iron water-trough on right,—center of town straight ahead.) Turn right on South Locust St., cross RR. (189.8 m), going upgrade to
- 192.7 3.7 End of road; turn left and right with road (192.9 m) to
- 194.3 1.6 4-corners; turn left across long iron bridge to first
- 194.7 0.4 Right-hand road; turn right to center of
- 194.9 0.2 **JANESVILLE**. Turn left 2 blocks, where turn right, running down slight grade, across RR.—(station on left), bear left along tracks a short distance, pass schoolhouse (196.3 m) and church (199.2 m), and schoolhouse (200.2 m) to
- 200.7 5.8 End of road; turn left to
- 201.7 1.0 End of road; turn right, cross RR. (202.5 m) to
- 202.9 1.2 Fork;—edge of Cedar Falls. Turn left, cross RR. (203.1 m), bear left just beyond, pass schoolhouse (204.7 m); cross RR. (205.1 m) to prominent
- 205.6 2.7 4-corners; turn right, cross RR. (205.9 m), bearing left with road (206.6 m) to
- 207.0 1.4 Right-hand road; turn right, follow road along river bank to ~
- 207.8 0.8 Left-hand road; turn left, cross RR. (208.7 m), running onto Parker St., with trolleys, which follow to
- 209.1 1.3 **Logan Avenue**; turn right, crossing RR. and iron bridge (209.5 m) to intersection of

Route 195**St. Paul-Minneapolis Section**

- 209.9 0.8 **Almond St.**; bear left on Almond and immediately right on Walnut St., following same to
- 210.2 0.3 **4th St.** Turn right on same—with trolleys—which follow straight ahead, passing park (on right—210.4 m), across iron bridge to end of same at Commercial St.,
- 210.8 0.6 **WATERLOO**, Commercial & 4th Sts.

The Ellis Hotel, Sycamore & Fifth Sts.

Morris Motor Car Co., Opposite hotel.

For city map, see page 900. For diverging routes, see **Index map**, page 917.
For through connections, see **Trunk-line Index map**, front of book.

Route 195—St. Paul to Mason City—142.2 M.

Route map, page 366

Reverse route, No. 564

Via Owatonna and Albert Lea; mostly good gravel to Austin; fair dirt roads the rest of the way to Mason City; good in dry weather.

MILEAGES
Total Intermediate

(For this and optional exits, see map of Twin Cities, page 388.)

- 0.0 0.0 **ST. PAUL**, Wabasha & 5th Sts.
- For the first part of this route to Owatonna, see Route No. 194—"St. Paul to Waterloo."
- 69.2 69.2 **OWATONNA**,—**Hotel Owatonna** half block to the right. Jog right and left half way around park to South Cedar St., follow same straight out of town, pass church (on right—75.5 m) to
- 75.7 6.5 Left-hand road,—creamery on right. Turn right, with telephone poles and follow winding but direct road over iron bridge (76.4 m); bear right with poles, avoid right-hand branch road by turning left (77.3 m), to
- 80.0 4.3 Fork; bear right over several iron bridges, follow telephone poles;
- 87.2 7.2 Jog right and immediately left to
- 87.7 0.5 **GENEVA**,—4-corners (poles leave to the left). Turn right 1 block and immediately left, bear right over iron bridge (88.4 m). Avoid all intersecting roads, pass schoolhouse (on right—91.1 m), pass church and cemetery (92.2 m), over a few small hills to
- 95.2 7.5 End of road;—red barn on right. Turn left, bear right (96.1 m) across RR. (96.7 m), pass church (on left—99.7 m), over iron bridge (101.2 m), bear right to
- 101.5 6.3 **Main St.**; turn right on brick pavement to center of
- 101.7 0.2 **ALBERT LEA**, Court House on left.
- For diverging routes, see Index map, page 366.
- Turn left one block and right around Court House, going down grade across RR.
- 102.1 0.4 4-corners; turn left to
- 102.5 0.4 End of street; turn right, jogging left and then right (103.3 m) down fairly steep grade to
- 105.2 2.7 Fork at bottom of hill; bear left, follow narrow winding road along shore of lake to
- 106.3 1.1 Right-hand road; turn right with main travel.
- 107.0 0.7 End of road; turn left with telephone poles, bear right with road (107.4 m), follow direct road with some turns across RR. (station on left) to the main street of
- 109.5 2.5 **GLENVILLE, MINN.**—4-corners,—church on left-hand

St. Paul-Minneapolis Section

Route 195

- corner. Turn left through center of town (109.7 m), avoid iron bridge straight ahead.
- 109.7 0.2 Turn right to end of street just beyond (109.8 m); turn left and immediately right, following winding road over iron bridge (111.0 m) to
- 111.7 2.0 4-corners; turn right with telephone poles to
- 114.7 3.0 End of road (school on farther right-hand corner); church (on right); turn left and right just beyond (114.9 m), bear right and then left (115.8 m) across RR. (116.2 m), pass schoolhouse (116.9 m), turn sharp left (117.8 m) and cross RR. (118.1 m) to
- 118.2 3.5 End of road; turn right; cross RR. (118.4 m) and left (119.3 m) to
- 119.7 1.5 End of road; turn right to center of
- 120.7 1.0 **NORTHWOOD, IA.**, 4-corners. Turn left to
- 120.8 0.1 4-corners just beyond,—church on farther right-hand corner, two schools on diagonal corners. Turn right to
- 122.7 1.9 Right-hand road just after road turns left; turn right with telephone poles to
- 123.6 0.9 Fork; bear right, still with poles; cross iron bridge (123.8 m) and two bridges (125.7 m) to
- 126.6 3.0 End of road; turn left and immediately right to
- 126.8 0.2 **KENSETT.** Turn left through center of town, to
- 127.1 0.3 Right-hand road immediately after crossing RR. (station on left); turn right, jogging left and right (127.7 m) along tracks, to
- 128.0 0.9 End of road; turn left, and right (128.2 m), pass schoolhouse (on left—129.0 m); cross RR. (131.2 m) into
- 131.7 3.7 **MANLY.** Straight through, across RR. (131.9 m), pass church (132.1 m), schoolhouse (132.9 m) to
- 133.7 2.0 End of road; turn left—**caution** for bad sink hole, to
- 134.2 0.5 Right-hand road; turn right to
- 137.0 2.8 End of road; turn right with telephone poles, cross 2 RRs. and pass schoolhouse (137.4 m) to
- 137.9 0.9 End of road; turn left with poles to
- 139.3 1.4 End of road; turn left and right just beyond, cross RR. (139.6 m), bear left with poles to
- 139.9 0.6 Irregular 4-corners; turn square right with telephone poles, pass schoolhouse (on right), under RR. (140.9 m), shortly running onto Main St., which follow to State St.
- 142.2 2.3 **MASON CITY,**—park on right. Main & State Sts.

The Park Inn, South side of Court House.

Hathorn Auto Co., Washington & 5th St., Stock Michelin Tires.

For city map, see page 929. For diverging routes, see Index map, page 917.

16

THE odometer figures of the Warner Auto-Meter "The Aristocrat of Speed Indicators" are so large and plain that they can be read without stooping from the driver's seat. There is no stuttering hand to conceal them. This makes travelling by this Blue Book a real pleasure.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Routes 196 & 197 A

St. Paul-Minneapolis Section

Route 196—Owatonna to Rochester, Minn.—43.8 m.

Route map, page 366

Reverse route, No. 190a

By far the larger part of this route is over very level country on good natural road. Last few miles from Byron being rather hilly, with one or two rough spots.

MILEAGES
Total Intermediate

0.0	0.0	OWATONNA , Broadway & Cedar Sts. From north side of park go north 3 blocks on Cedar St.
0.2	0.2	Rose St. ; turn right, passing school (on left—0.5 m); cross RR. (0.7 m), straight ahead on direct road.
6.1	5.9	Curve left with main travel to first
6.5	0.4	Right-hand road; turn right, passing lake (on right) about a mile beyond.
10.1	3.6	Right-hand road just beyond wooden church; turn right, curving left with road away from lake (11.1 m); keep straight ahead on fine natural road, crossing RR at Eden Station (18.3 m).
19.0	8.9	4-corners; turn right, crossing RR. (19.6 m).
20.5	1.5	Turn right under RR. and immediately left for little over a mile.
21.7	1.2	Right-hand road; turn right with main travel, keeping straight ahead into
23.3	1.6	DODGE CENTER . Two blocks before principal business street turn left (brick schools on right after turn), running straight out of town across RR. (23.9 m). Road is straight ahead along tracks (on right), crossing another RR. (27.9 m), straight through Kasson (28.6 m), jogging right and left across RR. (28.8 m).
32.1	8.8	End of road; turn left, recrossing RR. to first
32.4	0.3	Right-hand road, just beyond tracks; turn right into
33.9	1.5	BYRON . At small brick bank (on left) turn right, crossing RR., curving left just beyond.
34.9	1.0	End of road; turn right with poles to first
35.5	0.6	4-corners—school on left, nursery on right; turn left, still with poles. Road is almost straight for over 8 miles. Caution for winding downgrade (39.4 m), same thorofare becoming Zumbro St., which follow to center of
43.8	8.3	ROCHESTER , Broadway & Zumbro Sts.

Wakefield Garage, Stock Michelin Tires.

For diverging routes, see Index map, page 366.

Route 197A—Owatonna to Mankato, Minn.—51.3 m.

Via Waseca, Greenland and Eagle Lake; over level country on fairly good dirt roads.

MILEAGES
Total Intermediate

0.0	0.0	OWATONNA , Broadway & Cedar Sts. From park (on left) go west on Broadway, passing Hotel Owatonna (on right).
0.2	0.2	End of street; turn left, and immediately right onto Bridge St., crossing bridge over Straight River; cross RRs. (0.4 m & 1.0 m) to
2.0	1.8	End of road; turn right, crossing RR. (2.3 m).

St. Paul-Minneapolis Section

Route 197-A

- 2.8 0.8 End of road; turn left, following main travel, pass schools (4.7 m & 6.6 m), curving left with road (8.7 m) (avoid road on right), going straight ahead to
- 9.6 6.8 Right-hand road; turn right, passing old barn and shed (on left after turn).
- 10.8 1.2 End of road; turn right following main travel to
- 11.7 0.9 End of road; turn left, passing school (on right after turn).
- 12.4 0.7 End of road; turn right, passing Goose Lake (on left).
- 15.3 2.9 Fork; bear right (road to left crosses RR.), pass cemetery (on right—15.8 m).
- 16.3 1.0 End of road; turn left, bearing left onto Elm St. just beyond. Go straight ahead to center of
- 17.1 0.8 **WASECA**, First National Bank building on right; turn right around bank, going straight ahead to
- 17.5 0.4 "C" St.; turn left, crossing RR. (17.7 m), passing Loon Lake (on left—17.9 m) (avoiding road to the left—18.2 m).
- 19.4 1.9 Fork; bear left away from telephone wires for 1 mile.
- 20.4 1.0 4-corners; turn right.
- 21.8 1.4 4-corners; turn left, passing school (on left), continue on direct road (avoid road to the left—23.1 m).
- 24.2 2.4 End of road; turn left, bearing right at fork just after turn, pass church and cemetery (on opposite sides of road—24.5 m) and school (on left—24.8 m).
- 26.3 2.1 End of road; turning left around white church and cemetery.
- 26.7 0.4 Fork; bear right, passing school (on right after turn).
- 27.7 1.0 End of road; turn left, passing Reeds Lake (on right).
- 29.7 2.0 End of road; turn right, passing school (on left after turn), running along shore of Lake Elysian, crossing RR. (30.7 m); pass Elysian P. O. (on left—31.1 m), curving left through 4-corners (31.3 m).
- 31.4 1.7 Immediately after crossing RR. turn right, crossing RR. again (32.3 m), passing Lake Frances (on right—32.6 m), going straight ahead through **Greenland** (33.7 m), passing school (on left—34.1 m).
- 35.8 4.4 End of road; turn left, crossing RR. (36.0 m).
- 36.4 0.6 End of road; turn sharp right, passing small cemetery (on right—38.0 m).
- 38.6 2.2 Fork; bear right and next left with main travel to prominent 4-corners in
- 38.9 0.3 **MADISON LAKE**, restaurant on right; turn left to
- 39.5 0.6 End of road; turn right, passing lake (on left).
- 41.8 2.3 4-corners; turn right through 4-corners (42.8 m), passing cemetery (on left—43.8 m), going straight through **Eagle Lake** (44.2 m); cross RR. (44.8 m), pass school (on right—45.7 m), follow winding but direct road downhill on Madison St. to end at
- 49.6 7.8 4th St.; turn left, bearing right across RR. onto Vine St.

Route 197-B**St. Paul-Minneapolis Section**

for 1 block, where turn left on Broad St. (asphalt), which follow to

50.9 1.3 Johnson St.; turn left for 1 block, and then right on Front St., passing American Express Co. (on left) to center of

51.3 0.4 **MANKATO.**

H. B. Perrin & Son, 622 S. Front St., Stock Michelin Tires.

Route 197B—Mankato, Minn., to Fort Dodge, Ia.—139.0 m.

Via Winnebago, Blue Earth and Algona; over level country on fairly good dirt roads in dry weather, but almost impassible in wet weather due to heavy "gumbo" (local term for black mud).

MILEAGES
Total Intermediate

0.0	0.0	MANKATO. From center of town go south on Front St., straight out of town.
1.3	1.3	Fork; bear left, leaving trolley—follow direct road, curving left (1.8 m), and next right, crossing bridge over Blue Earth River.
2.0	0.7	Jog left and immediately right, following main telephone line, curving left under RR. and going upgrade just beyond; cross RR. (2.5 m), running over RR. bridge (3.7 m)—avoid road to the left (4.4 m); shortly running upgrade. Caution for sharp left turn at top of hill, passing cemetery (on left).
5.1	3.1	4-corners, cemetery on left; turn left, crossing RR. (5.3 m), passing Minneopa Falls State Park (on left).
5.7	0.6	End of road; turn right, continuing on direct road.
7.9	2.2	Fork; turn right, passing school and lake (on right—8.2 m), going straight through all cross-roads, passing school (on right—11.1 m) and Mills Lake (11.7 m).
13.5	5.6	End of road; turn left through Garden City (14.6 m—P. O. on right).
14.7	1.2	4-corners; turn right, passing church (on right after turn); cross iron bridge over Blue Earth River (14.9 m).
15.1	0.4	4-corners; turn left, passing gardens (on left), bearing left to fork immediately beyond, where bear right to
15.8	0.7	End of road; turn left (avoiding RR. crossing on right).
17.1	1.3	Right-hand road; turn right, cross RR. (18.9 m), pass school (on right—19.5 m), straight through Vernon Center (21.1 m), running downgrade. Caution for sharp left-hand turn, crossing bridge to
22.5	5.4	End of road; turn right, passing school (on left—24.0 m) to small village of
26.4	3.9	Amboy ; turn right and continue on direct road to
28.8	2.4	Right-hand road, RR. crossing straight ahead; turn right, following direct road. Caution for sharp right turn (31.6 m), and just beyond turn left with wires; passing school (on right—32.4 m) and cemetery (33.5 m).
35.0	6.2	WINNEBAGO.

E. O. Gulbranson, Stock Michelin Tires.

Continue straight through on same thorofare, across RRs. (35.3 m & 35.4 m).

St. Paul-Minneapolis Section

Route 197-B

- 37.1 2.1 Fork; turn left, passing brick school (on right—37.9 m).
- 40.4 3.3 Fork; bear right with poles, passing brick school (on right—41.5 m).
- 43.8 3.4 Right-hand road; turn right, shortly running along fairgrounds (on left—44.4 m), crossing iron bridge over Blue Earth River, cross RR. (44.8 m), going straight ahead to
- 45.0 1.2 **BLUE EARTH**, Court House on right.
For diverging routes, see **Index map**, page 366.
Continue straight ahead on same thorofare to
- 45.6 0.6 Left-hand road; turn left for 2 blocks, where turn right for 1 block and then left 1 block; turning next right with telephone wires, following main travel all the way; continuing straight ahead on direct road, passing school (on right—50.0 m) to
- 52.2 6.6 End of road; turn left.
- 52.5 0.3 Right-hand road; turn right, passing long row of willow trees (on right), cross RR. (54.1 m), going straight through all cross-roads, crossing another RR. (63.6 m).
- 63.9 11.4 4-corners; turn right, passing livery barn (on left after turn); go 1 block and turn left, passing bank building (on right) to center of
- 64.0 0.1 **GERMANIA**. One block beyond bank turn right, passing church (on left); go 2 blocks, where turn left around school; then straight ahead for 2 blocks to
- 64.2 0.2 End of road; turn right.
- 64.4 0.2 End of road; turn left, continuing straight ahead or direct road, passing school (on left—69.1 m) to
- 70.6 6.2 4-corners; turn right, passing large pond (on right—71.4 m); continue straight ahead to
- 76.6 6.0 End of road; turn right, taking next left to center of
- 77.3 0.7 **BANCROFT**. At 4-corners (department store on left) turn left, crossing 3 RRs. to edge of town.
- 77.7 0.4 Turn left with wires; passing 2 cemeteries (on left—78.4 m) and school (79.3 m). Avoid all intersecting roads. Continue straight ahead, passing schools (81.3 m & 82.8 m), cross RR. (83.5 m), going straight through **Burt** (84.2 m).
- 85.7 8.0 Right-hand road; turn right, passing school (on left after turn).
- 86.2 0.5 End of road; turn left, jogging left and immediately right (88.2 m). Continue straight south across 2 bridges over Des Moines River (92.8 m) and immediately turn right, crossing **dangerous RR.** (93.1 m), following along same on N. Thornington St. to center of
- 93.6 7.4 **ALGONA**, Court House on right; continue straight ahead to 4-corners 3 blocks from Court House.
- 93.8 0.2 College St.; turn right for 1 block and then left, going straight ahead across Des Moines River (94.5 m), turning left off bridge—avoiding road to right; following main traveled road, turning left with same (95.8 m).

Route 197-B**St. Paul-Minneapolis Section**

- 96.5 2.7 End of road; turn right and continue straight south with main travel, passing school (on right—97.5 m), curving left and right across Des Moines River (99.0 m), passing school (on left—100.5 m).
- 102.5 6.0 Left-hand road; turn left, leaving river, passing school (on left just beyond).
- 103.5 1.0 4-corners; turn right, going south for 2 miles.
- 105.5 2.0 4-corners; turn right, straight ahead across Des Moines River.
- 106.5 1.0 End of road, school straight ahead; turn left, going straight to **St. Joseph** (107.0 m), passing school (on left—110.6 m); cross RR. (111.1 m), and pass schools (on right—112.6 m & 114.6 m); cross RR. (118.9 m), following main travel with numerous right and left turns to Main St. in
- 120.7 14.2 **Humboldt**; turn square left on Main St., going straight through business center, crossing 2 RRs.; pass station (on right), running upgrade past Court House in **Dakota City**; running under RR. (122.0 m); cross Des Moines River, turning right off bridge, running upgrade.
- 123.0 2.3 At top of hill, turn right and continue on direct road across RR. (124.6 m); pass school (on left—125.2 m), crossing RR. again (126.3 m), running through small valley (127.7 m); ascend short steep grade, passing school (on left—129.2 m).
- 130.2 7.2 End of road; turn left.
- 130.6 0.4 Right-hand road; turn right, continue south on main traveled road, passing cemeteries (on left—136.4 m & 137.0 m), running over RR. bridge (137.1 m).
- 138.0 7.4 End of street; turn right on asphalt pavement (2nd Ave.), going 2 blocks to
- 138.2 0.2 12th St.; turn left, going straight ahead to
- 138.5 0.3 Central Ave.—Great Northern Station (on left); turn right, going straight ahead to center of
- 139.0 0.5 **FORT DODGE.**

Wahkonsa Hotel, Central Ave.

Fort Dodge Automobile Co., Eleventh St. & First Ave.

Central Garage, 1025 Central Ave., **Stock Michelin Tires.**

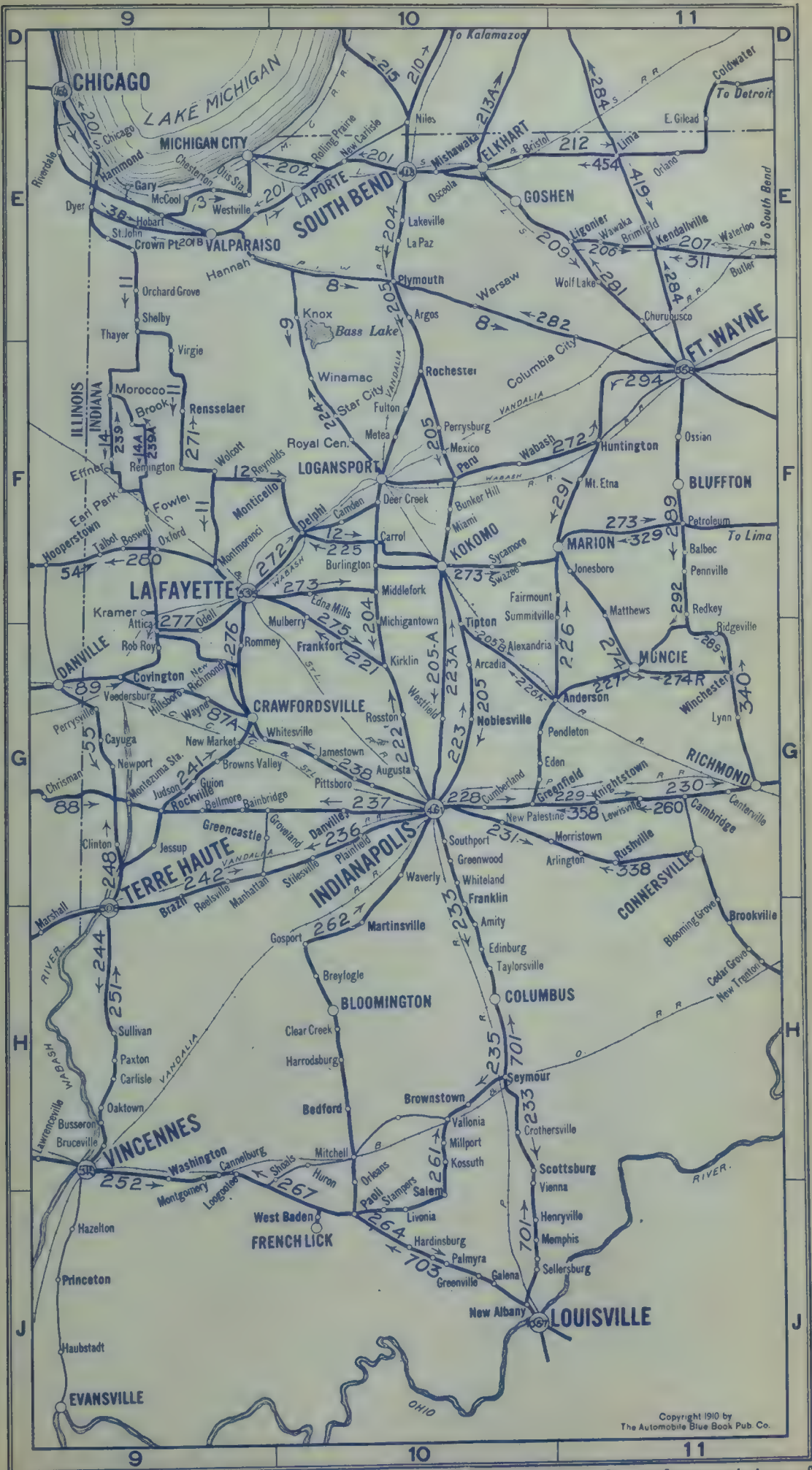
For city map, see page 918. For diverging routes, see **Index map**, page 919.

For through connections, see **Trunk-line Index map**, front of book.

CAUTION—Always use the **INDEX TO CITIES AND TOWNS**, on pages 7 to 19, in connection with **SECTION INDEX MAPS**, for locating routes to intermediate points which are not route centers.

THE PUBLISHERS will be glad to receive corrections or suggestions leading to the betterment of succeeding editions. In the back of this volume will be found blank memorandum pages for the purpose of making such notes.

Indiana Index Map



Copyright 1910 by
The Automobile Blue Book Pub. Co.

The numbers on routes refer to corresponding route numbers shown at top of each page. Number in circles refer to page number of city map which is placed at head of corresponding section.

THE OLIVER SOUTH BEND, ... INDIANA ...

—NEW ANNEX FOR 1911—

Official Headquarters American Automobile Association



250 Rooms—150 With Private Bath.

Rates, European Plan, \$1.00 Up

CAFE AND GRILL ROOM, open 5:45 a. m. until midnight

Special—A business men's lunch will be served from 12 till 2 in Grill Room. Price 50 cents. In connection with our a la carte service we serve a table d'hote dinner, noon and evening, 12 to 2 p. m., and 6 to 8 p. m., 75 cents each.

Turkish Bath, Hair Dressing and Manicure Parlor, Barber Shop and Tailor in connection with the hotel
Private Banquets and Dinner Parties on Short Notice. F. E. FAULKNER, Mgr.

Studebaker GARAGE

OFFICIAL BLUE BOOK GARAGE

ONLY TWO BLOCKS FROM BUSINESS CENTER



A high-class garage, in the hands of competent men. The best of everything

ALWAYS OPEN. MAPS OF ALL AUTO ROUTES

SOUTH BEND AUTO & GARAGE CO.
226 SOUTH LAFAYETTE STREET

South Bend, Ind.

Adv. No. 1421

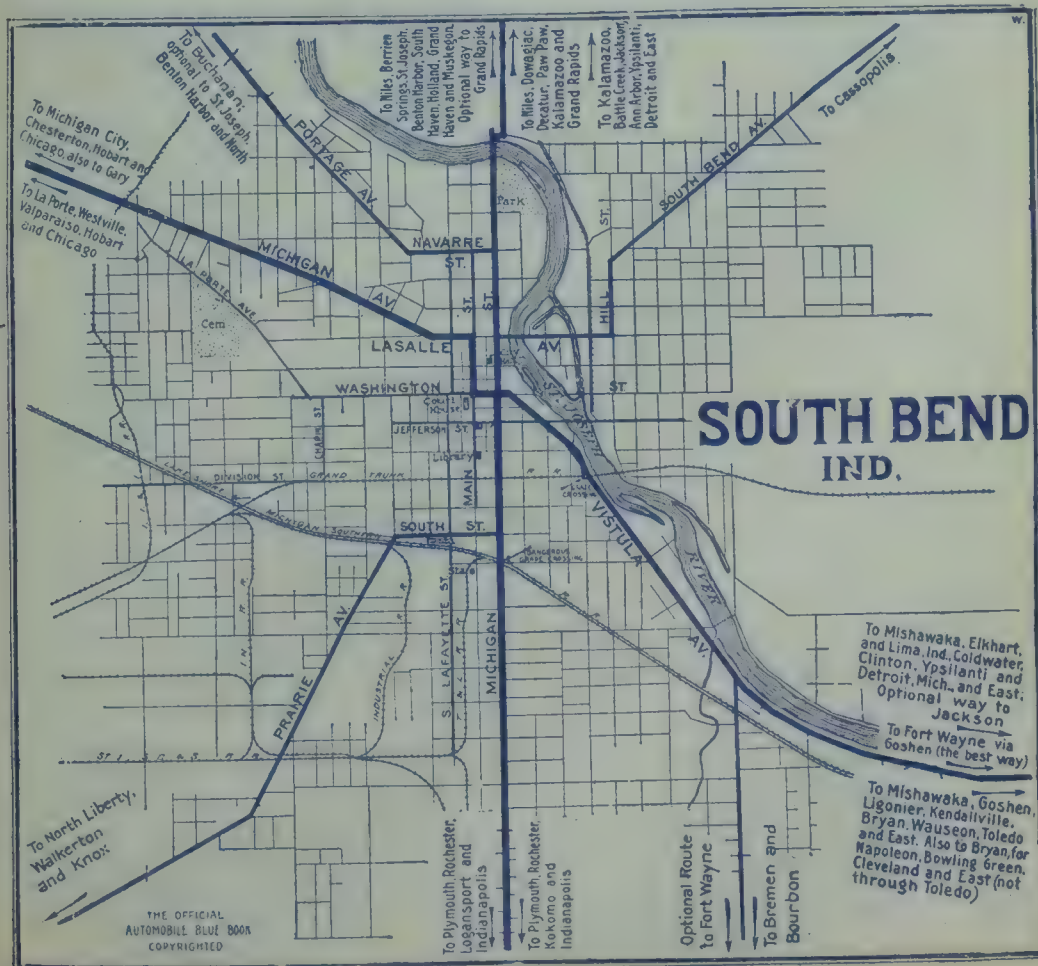
SOUTH BEND SECTION

ROUTES 201 TO 220.

Route Center—The Court House at the intersection of Main & Washington Sts. has been taken as the starting point for all routes in this section, as it is not only easily identified, but is just out of the congestion of the business center and very convenient to hotels and garages.

Points of Interest—**South Bend**, situated on the picturesque St. Joseph River, the curve at this point giving the city its name, was founded as a town in 1823. Alex Coquillard, a French Canadian fur trader, was probably the first settler. Early history speaks of the present site of South Bend as being near the point where La Salle in his many trips between Canada and Illinois made the portage to the Kankakee River, for he preferred this route via the St. Joseph, Kankakee and Illinois Rivers to the one better known using the "Chicago portage." In later years the city has become well-known through its large manufacturing interests, the largest of which is the Studebaker Bros. Mfg. Co., whose plant covers over 100 acres, employing 4,000 men. This company was organized by Clem Studebaker, who, together with other members of the family, have done a great deal to make South Bend not only an important industrial center but a beautiful city. As important are the works of the Oliver Chill Plow Co., whose present President, J. D. Oliver, has also done a great deal for the city, particularly in the way of public buildings. Other important industries are the Singer Sewing Machine Co. and South Bend Watch Co.

The residence of Schuyler Colfax, Vice-President of the United States under Grant, is still occupied by members of the family. Just north of the city are located buildings of Notre Dame University and St. Mary's Academy, two of the largest Catholic schools in the country. Within a few miles of South Bend are located many small lakes with attractive summer colonies. Space here is too limited to give a detailed account of each, but full information with maps, etc., can be obtained from either the hotel or garage.



Route 201

South Bend Section

Route 201—South Bend to Chicago, Ill.—101.6 m.

Route map, page 416

Reverse route, No. 1

Via La Porte, Valparaiso, Hobart and Hammond. Macadam or gravel roads all the way.

This is by far the most traveled route between these two important points, and although a great deal of work has been done on the Michigan City route during the past year the roads via LaPorte have also been materially improved. In addition to this the larger towns are more numerous on this route, accommodations much better and it will probably continue to be the popular route for 1911.

MILEAGES
Total Intermediate

(For city map, see page 413.)

0.0	0.0	SOUTH BEND , Court House, Main & Washington Sts. Start north on Main St. to West LaSalle Ave.
0.2	0.2	Turn left on W. LaSalle Ave., bearing diagonally right (0.3 m) with one line of trolley into Michigan Ave.—brick. From end of car-line (1.8 m in 1909) continue straight ahead with heavy telegraph poles, crossing RR. (9.0 m).
13.4	13.2	Special caution for two high-speed trolley lines and very dangerous crossing, RR., ascending grade just beyond.
13.7	0.3	NEW CARLISLE ; straight through on brick pavement.
17.1	3.4	Prominent fork (small frame house in the angle); take the left-hand road—with main telegraph poles (right leads to Michigan City). Continue on main-traveled road through diagonal 4-corners (19.8 m); cross (22.9 m) and follow interurban trolleys over 2 RRs. (25.5 m) into
26.6	9.5	LA PORTE , Court House on right. Hotel Teegarden, Main & Monroe Sts. New Coliseum Garage, Rear of Court House. Auto Maintenance Co., 808 Monroe St., Stock Michelin Tires . Straight through on W. Main St. (leaving trolleys to the left—27.0 m).
27.1	0.5	4-corners by "J" St. mill; bear slightly left into "J" St. turning next right (27.2 m) on 2nd St.
27.3	0.2	(Don't cross RR.); turn left on "L" St., taking right fork (27.4 m), over RR. (28.0 m); curve right (28.6 m) past Poor House (on left—28.7 m), direct through 4-corners (30.0 m & 31.0 m).
31.7	4.4	Cross-roads with brick house (on right) surrounded by low iron fence; turn left, slowing down for bad trolley crossing (34.1 m).
34.7	3.0	PINHOOK (hamlet); straight through 4-corners.
36.7	2.0	Cross-road (wood school on corner); turn left, direct past brick church (on right—38.1 m).
38.2	1.5	Turn right (next right beyond the church).
38.4	0.2	WESTVILLE ; direct through, crossing RR. at Westville station (38.5 m).
38.8	0.4	Caution for bad left turn under RR., and immediately right.
38.9	0.1	Fork; take the left-hand road—large telegraph poles—running under RR. (41.4 m). Continue on winding macadam, through diagonal cross-roads (43.9 m).
44.5	5.6	End of road; turn left over iron bridge and immediately right, crossing RR. (45.3 m).

TOURISTS — ATTENTION! HOTEL SPINDLER—VALPARAISO, IND.

J. M. SHELDON, Prop.
50 Miles from Chicago

Bell
Phone
68



Always
on the
Job

ZIMMERMAN'S GARAGE VALPARAISO, IND.

Most modern and up-to-date Garage between Chicago and South Bend. Everything for the Tourists



- 45.9 1.4 Fork or 3-corners; bear right, straight ahead to
48.4 2.5 End of road at eastern edge of Valparaiso; turn right on
Milwaukee Ave., and next left, downgrade on Main St.,
48.9 0.5 **VALPARAISO**, Court House on left.

Hotel Spindler.

Zimmerman's Garage, 247 Main St., Stock Michelin Tires.

(See route No. 203 for option to Chicago.)

Direct through on Main St., coming along Pennsylvania
RR. tracks (49.3 m); 0.3-mile beyond, ascend grade to
(but not across) RR. bridge.

- 49.7 0.8 Bear right and immediately after crossing side track, turn
right with poles, crossing RR. (50.2 m).
51.7 2.0 Prominent left-hand road (red barn and wind-mill on
the corner); turn left, sign, "Chicago"—caution for 2
dangerous RR. crossings (53.3 m).
53.8 2.1 **Caution** for dangerous right turn, curving right (54.1 m)

Phone 772

Call at

FRED HAMANN'S GARAGE**N. Center Street, HOBART, INDIANA**

Repairing

Always Open

Supplies

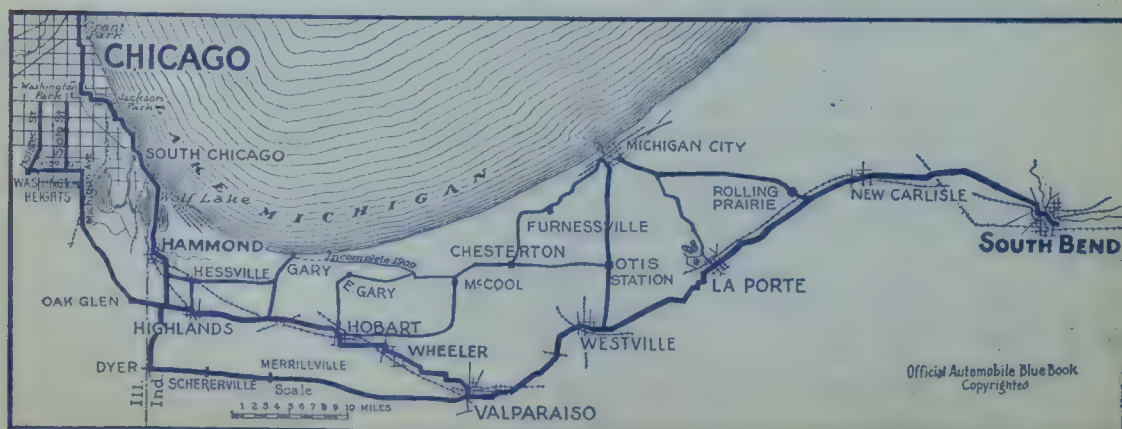
over 2 separate RRs. (both bad). Cross small iron bridge (54.4 m), passing left-hand road leading over RR. bridge (55.3 m).

- 56.4 2.6 End of road, **Wheeler**; turn right and next left, immediately past RR. station (on left).
- 56.9 0.5 Turn right on main-traveled road, curving gradually left past right-hand road (57.4 m—red barn on right).
- 58.5 1.6 Turn left over 2 RRs. and immediately right, taking care to pass through prominent 4-corners (59.1 m).
- 60.6 2.1 Turn right on prominent right-hand road, curving left (60.9 m) over RR. (61.1 m); cross another RR. track (61.2 m), into Main St., center of
- 61.4 0.8 **HOBART**, Main & 3rd Sts.

Fred Hamann, East St., just off Third.

Continue nearly direct through, across iron bridge (61.7 m); straight ahead through 4-corners (brick school on right—63.9 m)—“S-curve” (64.2 m).

- 64.7 3.3 End of road; turn right and next left (64.9 m)—**caution** for dangerous RR. (65.2 m); cross Broadway (66.2 m—connection to and from **Gary**)—**caution** for dangerous RR. (67.2 m), then straight ahead over RR. bridge (70.6 m).
- 72.3 7.6 End of road entering Highlands; turn right with heavy telegraph poles and next left (72.4 m), past wood church (on left).
- 72.6 0.3 **HIGHLANDS**; straight through 4-corners, with 2 bad RR. crossings just beyond (72.7 m); **special caution** for dangerous RR. crossing (72.9 m), straight ahead over small bridge (73.6 m).
- 74.6 2.0 Irregular 4-corners—numerous signs; leave the Oak Glen-Riverdale route, turning square right with heavy telephone poles, crossing iron bridge (75.2 m).
- 76.0 1.4 4-corners—brick school short distance over to right; turn left to first



Owen H. Fay Livery Company

CHICAGO'S GARAGE LARGEST

Open Day and Night

53 Plymouth Court

One Block South of
Chicago Auto Club

Within One to Three Blocks
of all Hotels, Theaters
and Shopping District

The Only Garage in the
Heart of the City

Complete Machine Shop
Repair Depot and
Supplies

Harrison 1314-1315-1316
Automatic 62756

Taxicab Service



- 76.5 0.5 Right-hand road; turn right.
- 77.4 0.9 Irregular 4-corners; turn left on narrower macadam road. **Caution** for RR. (77.6 m).
- 77.9 0.5 End of road—cemetery on right; turn right across RR. (78.1 m), follow good pavement on Hohman Ave., straight ahead to center of
- 79.2 1.3 **HAMMOND**, Hohman Ave. & Fayette St.
Heintz Garage, Hohman St. & Indiana Ave.
Hammond Garage Co., 502 S. Hohman St., **Stock Michelin Tires.**
Continue straight ahead on Hohman Ave., using **cau-**
tion for numerous dangerous RRs.
- 80.3 1.1 **Goslin St.**; turn left with trolley for one block and then right, still with trolley, following rather poor macadam across RRs. (81.6 m & 82.9 m).
- 84.4 4.1 Prominent 4-corners—baseball park on right; turn left with trolley. After crossing state line (85.5 m) road is rough for short distance, same thoroughfare becomes Indianapolis Ave.

17

THE success of this Blue Book as a reliable guide depends upon the accuracy and dependability of its Maps and directions. This is why the Warner Auto-Meter "The Aristocrat of Speed Indicators" was selected for this important duty.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

NOTICE TO TOURISTS

Grant Park Garage

B. C. HAMILTON & CO., Prop.

is the best appointed Garage, centrally
located, near hotels and shopping districts

Phones
Calumet 2601 and 2602

1218 Michigan Ave., Chicago

- 86.4 2.0 **Ewing Ave.**; turn right, still with trolleys, running under two RRs.; follow Ewing Ave., using **caution** for bad draw-bridge (87.5 m), crossing RRs. (87.6 & 87.8 m) to center of
- 88.0 1.6 **SOUTH CHICAGO, ILL.**, Commercial Ave. & 92nd St.
Go straight ahead on 92nd St. for 1 block.
- 88.1 0.1 **Exchange Ave.**—monument ahead on left; turn right, following asphalt pavement. **Caution** (especially at night) for right and left jog (88.7 m) onto macadam, which follow to
- 89.1 1.0 End of street; bear left, curving left again short distance beyond onto 83rd St., which follow for about a mile.
- 90.3 1.2 Intersection of Jeffery & So. Chicago Aves.—RR. embankment on left; turn sharp right away from trolley onto Jeffery Ave., following same across RRs. (91.1 m) and again at Bryn Mawr (91.8 m); straight ahead into
- 92.1 1.8 **JACKSON PARK**; at first right-hand road after entering park turn sharp right and then left, following along lagoon (on right), shortly running along lake past German Bldg. (on left—93.6 m), curving left with main boulevard a short distance beyond to
- 93.9 1.8 **East End Ave.**—Field Columbian Museum over to left; turn right, running straight out of park to
- 94.6 0.7 Turn left into **51st St. Boul.**, running under Illinois Central tracks, straight ahead.
- 95.6 1.0 **Drexel Boulevard**—(parkway with double drive). Washington Park over to the left; turn right into first driveway, running under RR. (96.9 m).
- 97.0 1.4 **Oakwood Boulevard**—5-corners; turn left across trolley, going straight ahead to end at
- 97.5 0.5 **Grand Boulevard**; turn right onto broad center drive, following boulevard across trolley at 35th St. onto South Park Ave., straight ahead for 2 blocks to red guide lights.
- 98.3 0.8 **33rd St.**; turn left for 3 blocks.



Hotel La Salle



Chicago's Finest Hotel

George H. Gazley, Manager

La Salle at Madison Street

A WELCOME awaits you on your arrival in Chicago. The Hotel La Salle needs no introduction—it is the big “Conception” of hotel refinement in construction, and the appointments throughout are unsurpassed anywhere in this country or Europe.

The central location, excellent service, modern equipment, luxurious furnishings and home-like atmosphere make the Hotel La Salle the most popular hotel in Chicago.

First-Class Garage Accommodations

Room Tariffs:

One Person:

Room with detached bath, \$2 to \$3 per day
Room with private bath, \$3 to \$5 per day

Two Persons:

Room with detached bath, \$3 to \$5 per day
Room with private bath, \$5 to \$8 per day

Two Connecting Rooms with Bath:

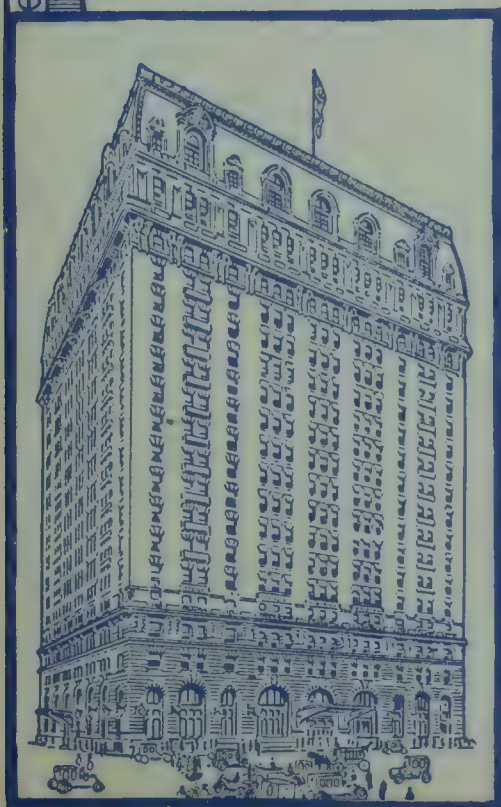
Two Persons - - - - \$5 to \$8 per day
Four Persons - - - - \$8 to \$15 per day

Suites: \$10 to \$35 per day

All rooms at \$5 or more are same price for one or two persons

You enjoy the world's best when you stop at

Hotel La Salle
Chicago



Route 202**South Bend Section**

98.6 0.3 **Michigan Boulevard**; turn left, following boulevard lights. Route is straight to center of city, passing through Chicago's "Automobile Row," running along Grant Park (on right—101.2 m) to Jackson Boulevard, route center for

101.6 3.0 **CHICAGO**, Michigan & Jackson Boulevards.

La Salle Hotel, La Salle & Madison Sts.

Congress Hotel & Annex, Michigan Blvd. & Congress St.

New Southern Hotel, Michigan Blvd. & 13th St.

Lexington Hotel, Michigan Blvd. & 22d St.

Hotel Metropole, Michigan Blvd. & 23d St.

The Stratford Hotel, Michigan & Jackson Blvds.

Grant Park Garage, 1214 Michigan Blvd.

Owen H. Fay Livery Co., 53 Plymouth Place.

Official Garage, 33d St. & So. Park Blvd.

For city map, see page 48. For diverging routes, see **Index map**, pages 46 and 107.

For through connections, see **Trunk-line chart**, front of book.

Adams Brothers Co., 918 E. 43rd St.

Ajax Auto Company, 834 E. 43rd St.

Graham Automobile Co., 1616-24 Madison St.

Hayes Avenue Garage Co., 6556-58 Sheridan Road.

Homan Garage & Auto Livery, 3357 Colorado Ave.

Kastner Tire Repair Co., 2112 Michigan Ave.

Lexington Motor Co., 2015 Michigan Ave.

Manor House Garage, 1137 Hollywood Ave.

Matador Tire & Vulcanizing Co., 1400 Michigan Ave.

Rogers Park Garage, 7070 Southport Ave.

Schillo Garage, 945-7 Dekin St.

Star Garage & Machine Shop, 2253 Cottage Grove Ave.

The Boulevard Tire & Supply House, 615 Diversey Blvd.

The Mid West Motor Supply Co., 554 Jackson Blvd.

Triangle Company, 318 Garfield Blvd.

Wilson Avenue Garage, 4551 Kenmore Ave.

Wilcox Bros., 1308 Michigan Ave.

**Michelin
Tire
Stockists
in
Chicago**

Route 202—South Bend to Chicago, Ill.—103.8 m.

Route map, page 416

Reverse route, No. 3

Via Michigan City, Hobart and Hammond, on gravel or stone roads all the way.

This is a good and popular alternate to the preceding route, and as a great many improvements have been made between Michigan City and Hobart it will probably prove much more satisfactory than heretofore.

MILEAGES

Total Intermediate

(For city map, see South Bend Section, page 413.)

0.0 0.0 **SOUTH BEND**, Court House, Main & Washington Sts.

Start north on Main St. to West LaSalle Ave.

0.2 0.2 Turn left on W. LaSalle Ave., bearing diagonally right (0.3 m) with one line of trolley into Michigan Ave.—brick. From end of car-line (1.8 m—1909), continue straight ahead with heavy telegraph poles, crossing RR. (9.0 m).

13.4 13.2 **Special caution** for 2 high-speed trolley lines and very dangerous crossing, L. S. & M. S. RR., ascending grade just beyond.

13.7 0.3 **NEW CARLISLE**; straight through on brick pavement.

South Bend Section

Route 202

- 17.1 3.4 Prominent fork (small frame house in the angle); take the right-hand road (leaving heavy telegraph poles and the Laporte-Valparaiso route to left). Straight ahead through prominent 4-corners (17.9 m), **caution** for dangerous RR. crossing (18.8 m) and high-speed trolley (18.9 m).
- 19.8 2.7 **ROLLING PRAIRIE** (frame church on right); direct through on main road, crossing small bad bridge (24.6 m).
- 24.9 5.1 Fork; keep to right, curving right (25.2 m), downgrade (26.0 m), under RR. (26.2 m). Cross RR. (31.7 m) and iron bridge (32.2 m). Continue under RR. (32.4 m), same thoroughfare becoming Michigan St., which follow with trolley straight ahead to center of
- 34.4 9.5 **MICHIGAN CITY**, Michigan & Franklin Sts.
Turn left on Franklin St., following trolley straight out of town; cross RR. (35.7 m). **Take care not to pass**
- 35.9 1.5 Right-hand road; turn right on stone road across RR. (36.8 m).
- 38.1 2.2 End of road; turn left away from RR.
- 38.5 0.4 Right-hand road; turn right, following macadam across RR. (39.0 m).
- 39.2 0.7 End of road; turn left under RR. (39.4 m).
- 39.5 0.3 Fork; curve right with main travel.
- 40.0 0.5 Left-hand road—church on farther left; turn left.
- 42.0 2.0 Right-hand road; turn right, following telephone poles, running onto dirt road for short distance (43.0 m). Pick up macadam again (45.0 m), cross RR. (45.1 m & 46.2 m).
- 46.9 4.9 4-corners; turn right running over RR. bridge (47.4 m), cross RRs. (48.3 m & 48.6 m) to center of
- 48.7 1.8 **CHESTERTON**; business center.
Route No. 203-A, via Gary, leaves at this point.
Road straight ahead leads almost straight into Valparaiso.
Turn square right, crossing RRs. (49.6 m & 49.7 m).
- 50.0 1.3 End of road; jog right and immediately left.
- 50.5 0.5 End of road; turn right across RR. and immediately left, passing brick church (on left) short distance after turn. Follow along RR.
- 52.6 2.1 4-corners; turn left across tracks, crossing two RRs. at **Crocker Station** (53.5 m).
- 53.6 1.0 4-corners just beyond station; turn right with main travel, meeting telephone line. Cross RR. (53.8 m), follow poles on good road with one or two turns.
- 54.7 1.1 End of road—brick school straight ahead; turn left, crossing two RRs. at **McCool** station (54.9 m), going straight ahead on good gravel, turning right with road (57.4 m).
- 57.8 3.1 Left-hand road; turn left half a mile.
- 58.3 0.5 Right-hand road; turn right, go straight ahead through all cross-roads. Cross RR. (62.7 m), running through northern edge of Hobart.

Route 203-A**South Bend Section**

63.3 5.0 End of road; turn left, crossing RR. and iron bridge at western edge of

63.4 0.1 **HOBART**—business center to the left.

Fred Hamann, East St., just off Third.

For Chicago turn right and follow Route No. 201.

Route 203A—South Bend to Chicago, via Gary—98.9 m.

Route map, page 416

Reverse route, No. 3-A

The Blue Book car only went over this route the first week in March of this year and with one or two exceptions found the road conditions very good, almost the entire distance being good stone road. The principal exception is a short stretch of about half a mile just east of Gary, which we understand will be completely improved by June. This stretch when we went over it was rough cracked stone and only needed the top dressing of binder to complete it.

We do not advise the use of this route by those locally unacquainted with the section, as the roads, although good, are rather narrow and it is very difficult to identify turns in a great many places.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 413.)

0.0 0.0 **SOUTH BEND**, Main & Washington Sts.

For complete running directions on first part of this route, see Route No. 202 to

47.7 48.7 **CHESTERTON**, iron watering trough on right.

Just after crossing RRs. at station, turn right, going straight ahead out of town across 2 RRs. (49.6 m).

50.0 1.3 End of road; jog right and almost immediately left.

50.5 0.5 End of road; turn right across RR. and immediately left, going straight ahead along tracks on fine stone road.

54.2 3.7 4-corners, dirt road ahead; turn left across RR.

54.8 0.6 4-corners, woods on right, dirt road ahead; turn right, still with macadam, passing small town of Chrisman over to right (55.7 m), across 2 RRs. just beyond, to

56.3 1.5 End of road; turn left to first

57.1 0.8 Cross-road; turn right, leaving road to Hobart.

58.1 1.0 Jog left and immediately right, passing school (on right—58.6 m). **Caution** for sharp right and left turn (59.6 m).

Take care not to pass first right-hand road in

60.0 1.9 **East Gary** (formerly Lake); brick house on right; road straight ahead curves to the left; **turn right** across 2 RRs., following direct road, bearing left across wooden bridge (60.9 m). **Caution** for RR. (61.5 m) winding around hill. **Caution** for another RR. (61.8 m) running under trolley (62.1 m) to end of road at

62.5 2.5 **MILLER STATION**. Turn left across RR.

62.7 0.2 Immediately beyond brick school (on left) turn right along trolley tracks, following same direct to

63.9 1.2 **Aetna Station**. Avoid RR. straight ahead by bearing right with trolley, jogging right and left under RR. (65.0 m), keeping left along trolley tracks on what was a rough stone road in early 1911, but should be completely improved by June, running onto good pavement (65.7 m); straight ahead on 5th Ave. to center of

66.4 2.5 **GARY**, Broadway & 5th Ave.

Turn left on Broadway, crossing RR. at Armour's plant, running under RR. **Take care not to pass**

South Bend Section

Route 203-B

- 66.9 0.5 **11th Ave.**, first street after going under RR.; turn right with branch trolley.
- 67.9 1.0 Jog left across RRs. and immediately right, following trolley onto Borman Blvd.
- 69.9 2.0 End of road; turn right with trolley and next left around small saloon, avoiding RR. crossing, keeping straight ahead with trolley on short stretch of gravel. **Take care not to pass**
- 73.6 3.7 Cross-road; turn right, leaving trolley, crossing 2 RRs. at offices of Ind. Harbor Belt RR., passing U. S. Metal Refining Co. at **Grassell Station** (75.4 m).
- 75.6 2.0 Turn left with macadam across 2 RRs., going straight ahead, jogging slightly left and right across small wooden bridge (76.3 m).
- 76.6 1.0 Sign "Kosciusko's Park" on farther left; turn right on brick pavement through center of **East Chicago** (77.0 m), crossing RR. (77.2 m); follow trolley and good macadam, curving left between oil tanks (79.7 m).
- 80.1 3.5 Where trolley turns right just after crossing RR., keep straight ahead, meeting trolley again at southern edge of **Whiting** (80.4 m); follow same straight ahead on Indianapolis Ave. to
- 83.6 3.5 **Ewing Ave.**; turn right with trolley under 2 RRs., following Ewing Ave. and trolley across draw-bridge to center of
- 85.2 1.6 **SOUTH CHICAGO**, 92d St. & Commercial Ave.

For complete directions the rest of the way into Chicago, follow either Route No. 201 or 271.

Route 203B—Valparaiso, Ind., to Chicago, Ill.—56.2 m.

Route map, page 416

Reverse route, No. 3-A

Via Schererville, Merrillville and Dyer, Ind.; entering Chicago via Dolton, Riverdale and State St.. Over level country on good gravel and macadam all the way except for a short stretch through Riverdale.

This offers a full option between Valparaiso and Chicago to the Standard route as given in Route No. 201, "South Bend to Chicago." Although it is about 3½ miles longer, it is easier to follow, as the first 25 miles are almost straight.

MILEAGES

Total Intermediate

(For city map, see page 415.)

0.0 0.0 **VALPARAISO**, Court House on left.

Go west on Main St., passing Zimmerman's Garage (on left), curving slightly right on brick pavement.

0.6 0.6 Turn square left over RR. bridge, bearing slightly right off same, following direct road across dangerous RR. (1.2 m), running downgrade, and curving right upgrade (1.5 m); follow almost straight road for over 20 miles—avoiding all intersecting roads; pass school (on right—4.2 m).

18

THE man who owns an Automobile of Quality naturally desires the same quality in every accessory used with it. This means that the Warner Auto-Meter "The Aristocrat of Speed Indicators" is alone suitable to be used on such a car.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 203-B**South Bend Section**

- 8.5 7.9 Fork; bear left on main road across iron bridge, through small village of **Deep River**, and, except after heavy rains, continue straight ahead on short stretch of dirt road at prominent cross-road (10.7 m). (Road to the right leads into Ainsworth, coming back on direct road about $\frac{1}{2}$ m beyond.)
- 24.7 16.2 **DYER.**
For diverging routes, see **Index map**, page 47.
Turn square right, crossing RR. just after turn.
- 24.9 0.2 End of road; turn right and next left across more RRs., following direct road, curving right and left (25.3 m), cross RRs. (26.6 m, 28.2 m & 28.3 m).
- 29.6 4.7 End of road at irregular 4-corners, sign on left "To Riverdale."
Route 201 comes in from the right and turns north, entering Chicago via Hammond, South Chicago and Jackson Park, with practically the same mileage.
For Riverdale and Dolton, turn square left, passing brick school (on right—30.0 m), cross RR. at **Munster** station (30.6 m) and again at **Lansing** (31.3 m), passing church (on right—31.7 m) and school (31.9 m).
- 32.2 2.6 Curve right and immediately left, following stone road to end at
- 32.7 0.5 **OAK GLEN**, P. O. straight ahead; turn right, following direct road across RR. (34.2 m), curving left and right across wooden bridge over Calumet River (34.5 m); through prominent cross-road (35.1 m);
- 35.9 3.2 Diagonal cross-road—sand road straight ahead; bear left with macadam, passing cemetery (on left—36.8 m) and yellow brick church (on right—37.2 m). Continue straight ahead to end of road in
- 39.2 3.3 **DOLTON**, large brick school over to the left; turn right across RRs., bearing left immediately beyond, crossing more RRs. (39.4 m). Continue straight ahead on short stretch of very bad road to irregular 4-corners in
- 39.8 0.6 **RIVERDALE.** Bear right, passing P. O. (on right just beyond turn). Cross long iron bridge over Calumet River (39.9 m) and branch RR. (40.4 m).
- 40.7 0.9 End of road; turn left across **dangerous** RR., bearing right along same for a short distance, curving left (41.0 m) to
- 41.1 0.4 Right-hand road; turn right with main travel, passing Gardner's Park (on right—41.6 m). **Caution** for RR. (41.8 m), running onto brick pavement on Michigan Ave. (42.1 m), follow same with trolley across RR. at **Kensington** (station on right—42.5 m), through **Roseland** (43.1 m), to prominent 4-corners at intersection of
- 44.0 2.9 **103rd St.**, Exchange Saloon on farther right. Turn left with trolley for 2 blocks;
- 44.2 0.2 **State St.**; turn square right, leaving trolley; pass road-house (on left—45.6 m) and quarry just beyond; crossing RRs. (45.8 m). Continue straight ahead—trolley comes

South Bend Section

Route 204

in from the left (48.6 m). Follow same under long RR. viaduct (49.0 m) and "L" (49.7 m).

50.2 6.0 **Garfield Boulevard** (55th St.—double driveway); turn right for 2 blocks;

50.4 0.2 **Michigan Boulevard**; turn left, follow boulevard straight into center of city, passing through Chicago's "Automobile Row," passing office of Official Automobile Blue Book (on left—55.5 m), running along Grant Park (on right) to Jackson Boulevard, route center.

56.2 5.8 **CHICAGO.**

Congress Hotel & Annex, Michigan Blvd. & Congress St.

La Salle Hotel, La Salle & Madison Sts.

Lexington Hotel, Michigan Blvd. & 22d St.

New Southern Hotel, Michigan Blvd. & 13th St.

Hotel Metropole, Michigan Blvd. & 23d St.

The Stratford Hotel, Michigan & Jackson Blvds.

Grant Park Garage, 1214 Michigan Blvd.

Official Garage, 33d St. & So. Park Blvd.

Owen H. Fay Livery Co., 53 Plymouth Place.

For city map, see page 48. For diverging routes, see Index map, pages 46 and 107.

For through connections, see Trunk-line Index map, front of book.

Adams Brothers Co., 918 E. 43rd St.

Ajax Auto Company, 834 E. 43rd St.

Graham Automobile Co., 1616-24 Madison St.

Hayes Avenue Garage Co., 6556-58 Sheridan Road.

Homan Garage & Auto Livery, 3357 Colorado Ave.

Kastner Tire Repair Co., 2112 Michigan Ave.

Lexington Motor Co., 2015 Michigan Ave.

Manor House Garage, 1137 Hollywood Ave.

Matador Tire & Vulcanizing Co., 1400 Michigan Ave.

Rogers Park Garage, 7070 Southport Ave.

Schillo Garage, 945-7 Dekin St.

Star Garage & Machine Shop, 2253 Cottage Grove Ave.

The Boulevard Tire & Supply House, 615 Diversey Blvd.

The Mid West Motor Supply Co., 554 Jackson Blvd.

Triangle Company, 318 Garfield Blvd.

Wilson Avenue Garage, 4551 Kenmore Ave.

Wilcox Bros., 1308 Michigan Ave.

**Michelin
Tire
Stockists
in
Chicago**

Route 204—South Bend to Indianapolis, Ind.—135.9 m.

Route map, page 411

Reverse route, No. 222

Via Plymouth, Rochester, Logansport and Kirkland. Most direct and shortest route between these two points. Mostly good gravel or stone road, although some sections are in need of repair.

Route No. 205 is a full option between Rochester and Indianapolis, but this route will be found much better for through trips due to its directness over the well-known "Michigan Road."

Descriptive Outline—Leaving South Bend, route is straight south over the historic "Michigan Road," which in early days was surveyed to carry the extensive wagon traffic between northern Indiana and Michigan points, and southern Indiana, particularly Indianapolis. With the exception of turns in Logansport, it is practically a straight road. **Plymouth** is a small, thriving, manufacturing city. Located here is the Julia E. Work Training School. Ten miles southwest is Maxinkuckee Lake, at the north end of which is located Culver Military Academy, one of the very best of its kind in the country. There are also numerous summer resorts and homes located on the lake. Another well-known resort is at Pretty Lake, about 3 miles west of the town. At

Route 204

South Bend Section

Twin Lakes, 3 miles southwest, is located Pottawattomie Park, where there is an Indian monument, probably the only monument erected to an Indian by an appropriation from the Legislature. Route continues south through the thriving little town of Rochester. **Logansport**, founded in 1826 by General John Tipton, is one of the most important cities in central Indiana. It is a large railroad center, the Pennsylvania Railroad having extensive shops here. Located on the Wabash and Eel Rivers, it has the advantage of many beautiful drives in the vicinity.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 413.)

0.0 0.0 **SOUTH BEND**, Main & Washington Sts.

From Court House (on right) go east 1 block on Washington St., where turn right on Michigan St., going straight south across RRs. (0.3 m & 0.6 m), following car tracks on brick pavement—trolleys end (1.8 m—1910); keep straight ahead through all cross-roads, crossing RR. at **Lakeville Station** (10.3 m), through center of town just beyond, curving right (10.7 m) over RR. tracks (11.0 m). Avoid right-hand road just beyond, follow main travel, crossing RR. at station (15.3 m), straight through **Lapaz** (15.4 m), crossing another RR. (20.1 m); pass Brightside Training School (on right—22.1 m), same thorofare becoming Michigan St., which follow to the center of

23.5 23.5 **PLYMOUTH**, Michigan & LaPorte Sts.

F. H. Kuhn, 119 S. Michigan St., **Stock Michelin Tires**.
For diverging routes, see **Index map**, page 411.

Straight ahead through town, under RR. (23.6 m), crossing RR. (28.6 m).

31.2 7.7 **ARGOS**. Keep straight ahead across RR. (31.6 m), long iron bridge (40.3 m), RR. (42.6 m), same thorofare becoming Main St., which follow to Court House, center of

43.1 11.9 **ROCHESTER**, Main & 8th Sts.

For Indianapolis via Kokomo, see Route No. 205.

Keep straight through on Main St., across iron bridge (48.5 m), running onto short stretch of sand, through **Fulton** (51.2 m), cross RR. (51.4 m), through small town of **Matea** (57.0 m), keeping straight ahead on direct road across RR. (64.4 m) and iron bridge just beyond, picking up trolleys at northern edge of city; follow same down long grade on Michigan Ave. **Caution for 2 dangerous RR. crossings** (65.0 m). **Take care not to pass**

65.2 22.1 **Sixth St.**; turn left with trolleys across long iron bridge over Eel River. Keep straight ahead where trolleys leave to the right.

65.5 0.3 **Broadway**. Turn right, with trolley, around Tribune office to center of

65.7 0.2 **LOGANSPORT**, Broadway & 3rd Sts.

The Barnett House, Market & Second Sts.

Broadway Garage, 603 Broadway, **Stock Michelin Tires**.

Arthur E. Dunn, 617 Broadway, **Stock Michelin Tires**.

For city map, see page 464. For diverging routes, see **Index map**, page 411.

Turn left with one line of trolleys on 3rd St. **Caution**

South Bend Section

Route 204

for RRs. at Pennsylvania Station (65.9 m); cross long iron bridge, running under RR. (66.6 m), same thoroughfare becomes Burlington Ave., which follow straight ahead; trolleys leave to the right (66.7 m), keeping straight ahead through cross-roads (70.2 m), direct into village of

- 75.5 9.8 **DEER CREEK.** Keep straight ahead through numerous cross-roads, through **Carroll** (78.7 m) and **Darwin** (81.9 m), through covered wooden bridge (84.1 m).
- 84.5 9.0 **BURLINGTON.** Straight ahead through **Middlefork** (89.0 m), crossing iron bridge (93.0 m) and RR. (94.6 m), through **Michigantown** (95.0 m), crossing RR. at **Boyleston Station** (97.6 m) and again (104.1 m) into
- 104.4 19.9 **KIRLIN.** Route from **Lafayette** comes in from the right. Keep straight ahead through town, through numerous 4-corners, crossing RR. at **Rosston Station** (114.8 m) and 2 stone bridges, entering
- 126.2 21.8 **AUGUSTA.** Straight through, crossing iron bridge (28.6 m), running downgrade across long iron bridge (130.4 m), leaving bridge, run upgrade for about $\frac{1}{2}$ mile.
- 131.0 4.8 Left-hand road; country club entrance on right; turn left on 38th St., running along high board fence around cemetery, keeping straight ahead on 38th St. to
- 132.1 1.1 **Meridian Ave.**; turn right and go straight south on good pavement, through residence section of city, to center of city at the "Circle."
- 135.9 3.8 **INDIANAPOLIS, Soldiers' Monument.**

The New Denison Hotel, Ohio & Pennsylvania Sts.

Hotel English, West side of "Circle."

The Claypool Hotel.

Fox Garage, 516 N. Capitol Ave.

Meridian Auto Co., 724 N. Meridian St.

Indiana Auto Co., 323 Mass Ave., Stock Michelin Tires.

The Guarantee Tire & Rubber Co., 208 Illinois St., Stock Michelin Tires.

For city map, see page 461. For diverging routes, see Index map, page 411.

For through connections, see Graphic Trunk-line chart, inside front cover.

SPECIAL NOTICE: The entire contents of this volume is protected by U. S. copyright, vested in the **Automobile Blue Book Publishing Company.** All reproductions of maps or text are absolutely prohibited, and infringers will be vigorously prosecuted under the law of July, 1909, which makes such act a felony punishable by fine or imprisonment, or both.

WOLVERINE OIL

Wolverine grease is just as good as
Wolverine oil.

WOLVERINE LUBRICANTS CO. 80 BROAD ST. N.Y.C.

Route 205

South Bend Section

Route 205—South Bend to Indianapolis, Ind.—147.4 m.

Route map, page 411

Reverse route, No. 223

Via Rochester, Peru and Kokomo. Mostly good gravel roads with a few stretches of sand.

This is a complete option to preceding route via Logansport. While road conditions are about the same it is a little longer and due to the great number of turns which are hard to identify in places much better time can be made on the previous route.

At Kokomo see Route No. 205-A for option to Indianapolis.

Descriptive Outline—Following the course of the previous route over "Michigan Road" to Rochester, where we diverge, following almost parallel trip through the thriving little city of Peru into Kokomo. This was originally an Indian trading post. The city is named after Indian Chief Kokomo. Today it is probably best known as the home of some of the first automobile industries, chief of which are the Apperson and Haines. There are also a number of important automobile accessories made here.

MILEAGES
Total Intermediate

(For this and optional exits, see city map page 413.)

- | | | |
|------|------|---|
| 0.0 | 0.0 | SOUTH BEND , Main & Washington Sts. |
| | | For complete running directions on first part of this route to Rochester , see preceding Route No. 204. |
| 43.1 | 43.1 | ROCHESTER , Main & 8th Sts. |
| | | Keep straight ahead on Main St. |
| 43.5 | 0.4 | Fourteenth St. ; brick house on left; turn left to end of street at |
| 43.9 | 0.4 | College Ave. ; take right and immediately left, running along close to RR., across tracks (44.3 m), bearing slightly right upgrade through hamlet of Greenoak (48.4 m), avoiding left-hand road (48.9 m); keep straight ahead on direct road rather rough in spots, straight through Perrysburg (55.3 m), winding downgrade across RR. (60.0 m) to center of |
| 60.8 | 16.9 | MEXICO ; low brick buildings and scales on left. Turn left across iron bridge and immediately beyond bridge turn right; follow winding but direct road along river, passing hospital (on left—65.8 m), cross 3 RRs. (66.0 m), meeting trolley just beyond, which follow on Broadway to Court House, center of |
| 66.3 | 5.5 | PERU , Broadway & Main Sts.
Bearss Hotel, Main & Third Sts.
Carson Garage & Auto Co.
Peru Cycle Exchange, Stock Michelin Tires.
For diverging routes, see Index map, page 411.
Turn square right on Main St., crossing RRs. (67.5 m & 67.7 m). |
| 67.9 | 1.6 | Left-hand road; saloon on farther left; turn left across iron bridge, running along RR. |
| 68.5 | 0.6 | Fork; bear right across iron bridge, curving left with road up long easy grade. |
| 69.2 | 0.7 | Left-hand road; brick school on left; turn left, going straight through all cross-roads and covered bridge (73.3 m), winding along stream. Caution for sharp right turn (73.5 m), running upgrade. |
| 74.0 | 4.8 | 4-corners; turn right, crossing RR. (74.3 m), straight through Bunker Hill . |
| 74.6 | 0.6 | End of road; jog left and immediately right. |

HOTEL FRANCES :: KOKOMO, IND.

Mulberry Street, One Block North of Court House

We have made a specialty of the automobile trade for years and know your wants

THE EXCELSIOR COMPANY

MARTIN A. SNIDER, Prop., 108-110-112 W. Mulberry St.

**Kokomo's
Leading**

GARAGE

Complete Machine Shop and Vulcanizing Plant. Full Line of Supplies.

Open Day and Night

Phone 106

Emergency car always ready.

- | | | |
|------|-----|---|
| 75.1 | 0.5 | End of road; farm house straight ahead; turn right. |
| 75.5 | 0.4 | Left-hand road; turn left. |
| 77.9 | 2.4 | End of road edge of Miami village; turn right over stone culvert. |
| 78.9 | 1.0 | 4-corners; turn left, crossing iron bridges (79.1 m & 80.7 m). |
| 80.8 | 1.9 | 4-corners; brick school on left; turn right 1 mile |
| 81.8 | 1.0 | 4-corners; log house on left; turn left, go straight ahead. |
| 84.7 | 2.9 | End of road; turn left to first |
| 85.0 | 0.3 | Right-hand road; turn right. |
| 86.4 | 1.4 | End of road; turn left, taking first right with main travel; cross RR. (87.8 m), same thorofare becomes Webster St., which follow straight ahead across RR. (88.5 m). |
| 88.7 | 2.3 | End of street; turn left on Jefferson St., crossing RR. |
| 88.9 | 0.2 | Main St. ; turn right to Court House, center of |
| 89.1 | 0.2 | KOKOMO , Main & Sycamore Sts.
Hotel Frances, Mulberry St.
Excelsior Garage, 108 Mulberry St.
Kokomo A. & M. Co. , 220 W. Mulberry St., Stock Michelin Tires.
J. E. Palethorpe , 120 E. Sycamore St., Stock Michelin Tires.
For diverging routes, see Index map , page 411.
Keep straight ahead on Main St., running downgrade across iron bridge, with trolley. |
| 89.9 | 0.8 | Markland Ave. ; RR. on right; turn left for 2 blocks; trolley leaves to the right 1 block after turn. |
| 90.0 | 0.1 | Home Ave. ; old brick house ahead on right; turn right, following telegraph poles across RR. (90.4 m). Avoid right-hand road over tracks (90.6 m). |
| 90.7 | 0.7 | Left-hand road; turn left with macadam, turning right with road (91.5 m). |
| 93.2 | 2.5 | End of road; turn left, passing school (on right); turn right with road (93.5 m), keeping straight ahead. |
| 95.0 | 1.8 | End of road; turn left to first |
| 95.3 | 0.3 | Right-hand road; turn right, go straight ahead across RR. (97.6 m) and trolley (97.7 m). |
| 98.0 | 2.7 | 4-corners; brick church on left; turn left, crossing trolley and RR. at Sharpville Station . |
| 99.0 | 1.0 | End of road; turn right with telegraph poles to first |
| 99.2 | 0.2 | Left-hand road; turn left. |

Route 205**South Bend Section**

- 100.2 1.0 4-corners; turn right, going straight ahead across RR. (104.6 m) and trolley (104.7 m).
- 105.1 4.9 End of road; turn left, recrossing trolley and RR.
- 105.6 0.5 At first road beyond trolley; turn right, crossing 3 RRs. (106.5 m); keep straight ahead, following trolley.
- 107.1 1.5 **TIPTON**, Main & Jefferson Sts.—Court House.
Keep straight ahead on Main St., leaving trolley, cross iron bridge (107.5 m), bearing right off bridge.
- 108.5 1.4 4-corners; turn left, leaving main line telephone poles.
- 109.0 0.5 4-corners immediately before trolley; turn right. **Caution** for sharp left and right across trolley and RR. (109.5 m).
- 110.7 1.7 End of road; turn left short distance and then right, recrossing trolley (112.2 m) to end of road at
- 112.4 1.7 **ATLANTA STATION**. Turn right and immediately after crossing RR., turn left (112.6 m).
- 112.8 0.4 4-corners; livery stable on farther left; turn right, curving left with road just beyond past brick school.
- 113.1 0.3 End of road; jog right, taking next left with poles, straight ahead, following main travel.
- 114.7 1.6 Turn right around brick school to 4-corners at edge of
- 115.9 1.2 **ARCADIA**. Low brick house on farther left. Turn left, crossing RR. and trolley (116.1 m).
- 116.6 0.7 End of road; bear right with poles, straight through covered bridge (118.8 m), running up short, steep grade; meet trolley from the right (119.2 m); follow same through **Cicero** (119.6 m), running under trolley (124.5 m), where same leaves to the left. **Caution** for sharp turns under RR. (125.3 m).
- 125.4 8.8 End of road; turn left through covered bridge, cross RR. and immediately turn right to center of
- 125.6 0.2 **NOBLESVILLE**. Court House on left.
C. O. Hare, East Logan St., **Stock Michelin Tires**.
Keep straight ahead through town along tracks past station (on right), cross RRs. (126.0 m & 126.1 m), running under trolley (126.9 m), crossing RR. again (127.3 m), straight through diagonal cross-road (133.2 m), avoiding left-hand road just beyond. Straight through **Allisonville** (136.9 m), crossing RR. (138.9 m), through all cross-roads. **Caution** for RR. (141.7 m), passing Fair Grounds (on right—142.1 m). **Caution** for trolley (142.5 m) and trolley (142.7 m), crossing College Ave. (143.0 m).
- 143.5 17.9 **Meridian Ave.**; turn left, follow good pavement straight into city. Cross concrete bridge over Fall Creek to
- 147.4 3.9 **INDIANAPOLIS**. Soldiers' Monument in Circle.

Hotel English, West side of "Circle." **Fox Garage**, 516 N. Capitol Ave.

The New Denison Hotel, Ohio & Pennsylvania Sts.

The Claypool Hotel.

Meridian Auto Co., 724 N. Meridian St.

Indiana Auto Co., 323 Mass Ave., **Stock Michelin Tires**.

The Guarantee Tire & Rubber Co., 208 Illinois St., **Stock Michelin Tires**.

For city map, see page 461. For diverging routes, see **Index map**, page 411.

Route 205A—Kokomo to Indianapolis, Ind.—51.3 m.

Reverse route, No. 223-B

This is known as the "Short Line" route to Indianapolis, passing through no towns except Westfield and Carmel, and is straight road almost all the way on good gravel.

MILEAGES
Total Intermediate

0.0	0.0	KOKOMO , Main & Sycamore Sts. From Court House (on right) go west on Sycamore St. 1 block after crossing RR.
0.2	0.2	Turn left, going straight out of town.
0.4	0.2	Right-hand road just after crossing iron bridge; turn right, shortly curving left around manufacturing plant.
1.4	1.0	Left-hand road immediately beyond iron bridge; turn left, curving right with road, follow same straight south.
10.3	8.9	4-corners, small grove on left and small farmhouse on farther right; turn left for 1 mile.
11.3	1.0	Right-hand road; turn right and continue straight south across RR. (15.1 m), pass church and cemetery (on right—20.0 m); straight through prominent cross-roads (25.5 m); passing school (on right—29.5 m); through Westfield (31.6 m) and Carmel (36.0 m), through prominent cross-road (40.5 m), curving right with road just beyond; running under RR. (42.1 m), curving right with road, across RR. (43.1 m), following telephone poles to
43.4	32.1	2nd right-hand road after iron bridge; turn right across RR.
43.5	0.1	Left-hand road; turn left across iron bridge over canal at
43.6	0.1	Broad Ripple . Immediately beyond iron bridge bear right along canal.
44.1	0.5	Prominent cross-road; turn left, follow direct road, same thoroughfare becoming Central Ave., which follow to
47.5	3.4	34th St. (trolley comes in and turns right); turn right, following trolley to
47.9	0.4	Meridian St. ; turn left away from trolley; cross concrete bridge over Fall Creek (49.0 m); continue straight into city past postoffice (on left—51.2 m) to
51.3	3.4	INDIANAPOLIS , Monument Circle.

The Claypool Hotel.

Hotel English, West side of "Circle." Fox Garage, 516 N. Capitol Ave.

The New Denison Hotel, Ohio & Pennsylvania Sts.

Meridian Auto Co., 724 N. Meridian

Indiana Auto Co., 323 Mass Ave., Stock Michelin Tires.

The Guarantee Tire & Rubber Co., 208 Illinois St., Stock Michelin Tires.

For city map, see page 461. For diverging routes, see page 411.

Route 205B—Tipton to Anderson, Ind.—31.2 m.

Route map, page 411

Reverse route, No. 226-A

MILEAGES
Total Intermediate

0.0	0.0	TIPTON , Main & Jefferson Sts.
-----	-----	---------------------------------------

From Court House go straight east with trolley on Jefferson St., crossing RR. (4.5 m).

4.8	4.8	HOBBS . At elevator (on right) turn right, crossing trolley and RR.
-----	-----	--

Route 206

South Bend Section

- | | | |
|------|-----|--|
| 5.3 | 0.5 | End of road; turn left, go straight ahead for over 4 miles, recrossing trolley and RR. (8.8 m). |
| 9.8 | 4.5 | 4-corners; jog right, taking first left to center of |
| 11.0 | 1.2 | ELWOOD. Turn right, meeting trolley; follow same across RR., keeping straight ahead, where trolley leaves to the left (11.9 m). |
| 14.9 | 3.9 | End of road; log barn straight ahead; turn left. |
| 17.9 | 3.0 | End of road; jog left and immediately right to first |
| 18.2 | 0.3 | Left-hand road; turn left 2 blocks and right at end of street to center of |
| 18.4 | 0.2 | FRANKLIN; RR. crossing. Turn right away from RR., jogging right and immediately left at church (18.7 m). |
| 19.4 | 1.0 | End of road; turn left. |
| 20.2 | 0.8 | 4-corners; brick school on farther left, RR. straight ahead; turn right for 4 miles. |
| 24.2 | 4.0 | 4-corners; school on left; turn left 1 mile. |
| 25.2 | 1.0 | 4-corners; turn right with main travel $\frac{1}{2}$ mile. |
| 25.7 | 0.5 | Left-hand road; turn left $\frac{1}{2}$ mile. |
| 26.2 | 0.5 | 4-corners; turn right, straight ahead, running upgrade (27.6 m); follow winding but direct road. |
| 28.8 | 2.6 | Right-hand road; turn right across long iron bridge, immediately turning left along river, curving right. |
| 29.4 | 0.6 | End of street; turn left on brick pavement to Court House, center of |
| 31.2 | 1.8 | ANDERSON, Meridian & 9th Sts. |

Doxey Hotel, east side of Court House.

Mosher Auto Company, Stock Michelin Tires.

Auto Inn Company, 9th & Jackson Sts., Stock Michelin Tires.

For diverging routes, see Index map, page 411.

Route 206—South Bend, Ind., to Toledo, Ohio—166.0 m.

Route map, opposite

Reverse route, No. 311

Main route via Mishawaka, GOSHEN, Ligonier, Kendallville, Waterloo and Butler, Ind., Edgerton, BRYAN, Archbold, WAUSEON, Swanton and Caraghar, Ohio. Mostly fair-to-good country road; considerable gravel and occasional stretches of macadam.

Descriptive Outline—Going almost straight east from South Bend, through thriving little city of **Mishawaka**, route is just south of **Elkhart**, passing through **Goshen** and **Ligonier**, where we leave the Fort Wayne route, continuing eastward, passing close to a number of small summer resorts on the numerous lakes in this section. Entering Ohio, the first town of any importance is **Bryan**, a flourishing little town which boasts of one of the most efficient municipal lighting and water systems in the country. The Van Camp Packing Company have one of their largest plants here. From here into Toledo the route is not particularly interesting. With the exception of Wauseon, the towns are quite small.

MILEAGES

Total Intermediate (For this and optional exits, see city map, page 413.)

0.0 0.0 **SOUTH BEND,** Court House, Main & Washington Sts.

Start east on Washington St., crossing Michigan St. (1-10 m; car tracks 4 ways).

0.2 0.2 Fork immediately after crossing Michigan St.; turn diagonally right with trolleys into Vistula Ave.—brick pavement—past tall brick standpipe (on left). Cross RR. (0.5 m), following car-tracks on Vistula Ave. along St. Joseph River to center of

LEADING HOTELS OF
ALBANY and SYRACUSE

The Ten Eyck

THE ONONDAGA

ON

EMPIRE TOURS

See Map in this Volume



*Fire
Proof*

*European
Plan*

*Opened
August
1910*

THE ONONDAGA

SYRACUSE NEW YORK

IN SERVICE AND APPOINTMENTS THIS HOTEL HAS
NO EQUAL BETWEEN NEW YORK CITY AND CHICAGO

PROCTOR C. WELCH, *Manager*
WM. R. BURBANK, *Asst.* "

Direction of
FRED'K W. ROCKWELL



The Ten Eyck

ALBANY, N. Y.

FIRE PROOF :: EUROPEAN PLAN

*Famous as Home and Headquarters of
Judges, Legislators and Tourist.*

A. H. RENNIE
Manager

F. W. ROCKWELL
Proprietor

INTERIOR VIEWS OF
THE ONONDAGA
 SYRACUSE, N. Y.

RATHSKELLER



RESTAURANT
 RENAISSANCE



FOYER



BED ROOM



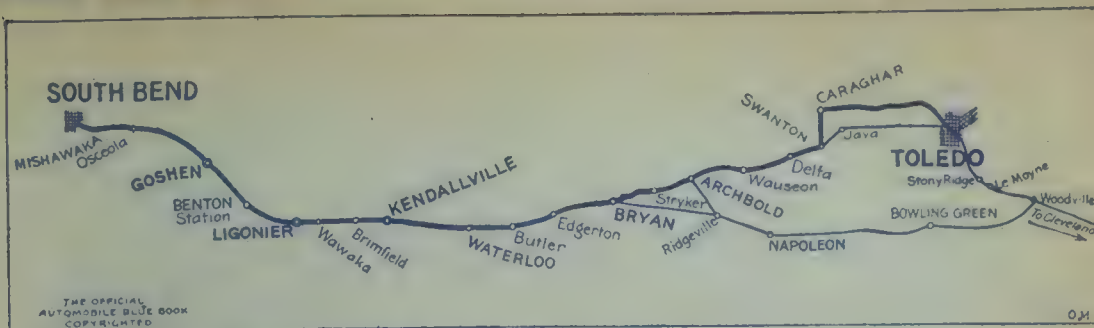
GENTLEMEN'S CAFE



BILLIARD ROOM



THE LOBBY



4.1 3.9 MISHAWAKA, Main & 2nd Sts.

Star Garage, 216 S. Main St., Stock Michelin Tires.

Direct through on East 2nd St. (brick and asphalt), straight ahead where trolleys leave to right (5.1 m), crossing RR. (6.1 m).

- 6.8 2.7 Frame school in fork; bear right with telegraph poles, picking up (9.0 m) and following car-tracks.
- 9.6 2.8 End of road just beyond Osceola; turn square right over trolley and 2 RR. tracks, and immediately left along same, crossing iron bridge (9.8 m) and passing several roads on right and left.
- 13.0 3.4 4-corners with hotel-garage sign (for Elkhart turn left); straight through, following main road across wood bridge (17.1 m).
- 17.3 4.3 Turn right, straight ahead through village of Dunlap (17.6 m); pick up trolleys (from left—18.2 m).
- 18.8 1.5 Turn square left over trolley and 2 dangerous RRs., and immediately right along tracks.
- 21.7 2.9 Turn right over same RRs. and trolley tracks, and next left (21.8 m); meeting trolleys again (22.0 m), follow them 3-10 mile only to large brick soap factory (on right—22.3 m).
- 22.3 0.6 Leaving car-tracks and iron bridge (on left), run straight ahead on Chicago Ave., bearing right with same (22.6 m).
- 22.7 0.4 Turn left on Pike St., crossing iron bridge (22.8 m); pick up trolleys (from left—22.9 m), following same across RR. to Main St. (brick pavement—23.1 m).
- 23.1 0.4 Turn right with car-tracks on Main St., which follow to center of
- 23.3 0.2 **GOSHEN**, Court House on right.
 Goshen Auto Supply Co., 214 N. Main St.
 Palace Garage, 122 E. Washington St., Stock Michelin Tires.
 Noel Brothers, 216 N. Main St., Stock Michelin Tires.
 At farther end of Court House turn left with one line of car-tracks on E. Lincoln Ave. 4-10 mile to (but not across) RR.

19

NOTE the photographs of cars which have "done things" as they appear in the daily press. Almost invariably you'll note the familiar outlines of the Warner Auto-Meter "The Aristocrat of Speed Indicators" on the dash. Quality and Performance go hand in hand.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 206**South Bend Section**

- 23.7 0.4 Turn right with trolleys on 8th St. to Jefferson St. (large brick school on farther right-hand corner).
- 24.0 0.3 Leave car-tracks by turning left on Jefferson St. across RR. (24.1 m) to end of street.
- 24.2 0.2 Turn right, curving left just beyond; pass prominent left-hand road (27.1 m—alternate but longer way via Millersburg), curving right (27.4 m) to
- 29.1 4.9 Fork; take the left-hand road (past brick school, on right, beyond the fork), crossing RR. at **Benton station** (30.3 m).
- 30.5 1.4 Straight ahead through small village of **Benton**, crossing iron bridge (30.6 m).
- 33.8 3.3 Curve right over small iron bridge (33.9 m), curving sharp left (34.3 m) to
- 34.5 0.7 Right-hand road; turn right with telegraph poles, crossing small wood bridge (35.0 m) to next 4-corners (brick school on left).
- 35.2 0.7 Turn left with most of the wires through 4-corners (36.4 m—brick school on left).
- 40.8 5.6 End of road at the main street of Ligonier; turn right on brick pavement.
- 40.9 0.1 **LIGONIER**; straight through center of town.
- 41.1 0.2 Fountain in fork; keep to left, turning next left (41.2 m), direct but winding to
- 42.4 1.3 End of road; turn right with telegraph line and next left (42.6 m)—sharp left and right curves (43.5 m).
- 44.8 2.4 End of road at brick school; turn left, crossing iron bridge (45.0 m).
- 45.7 0.9 End of road; turn right—bad left curve (45.8 m)—to
- 47.3 1.6 End of road, **Wawaka**; turn right **0.3 m only**.
- 47.6 0.3 Turn left, straight ahead through prominent 4-corners (48.6 m); cross small iron bridge (48.7 m) and pass through 4-corners (abandoned brick school on right—49.6 m).
- 50.5 2.9 End of road; jog left and immediately turn right.
- 51.5 1.0 Ascend grade, turning left across bridge over RR. and immediately right, past **Brimfield station** (on right—51.8 m). Cross small iron bridge (53.8 m), and pass left-hand road (55.0 m).
- 57.4 5.9 Fork; leaving road over bad stretch of marsh straight ahead, bear left with telegraph poles, crossing RR. (58.0 m).
- 58.4 1.0 End of road; turn right.
- 58.5 0.1 End of road; turn left and first right at cement blacksmith shop (58.7 m), crossing RR. (many tracks—59.1 m), into the main street of
- 59.2 0.7 **KENDALLVILLE**, center of town.
Wallace Mfg. Co., 207 N. Main St., **Stock Michelin Tires**.
Go through, crossing RR. (60.1 m) to (but not past) left-hand road (60.5 m).



DISTANCE
BRYAN, O.
 TO
TOLEDO, O.
 68 MILES
BRYAN, O.
 TO
SOUTH BEND, IND.
 101 MILES

THE CHRISTMAN HOTEL
 NORTH MAIN STREET, BRYAN, OHIO

ZACH SMITH
 Manager

AMERICAN PLAN
 ROOMS WITH BATH

Rates { \$2.00 PER
 2.50 DAY
 3.00 DAY

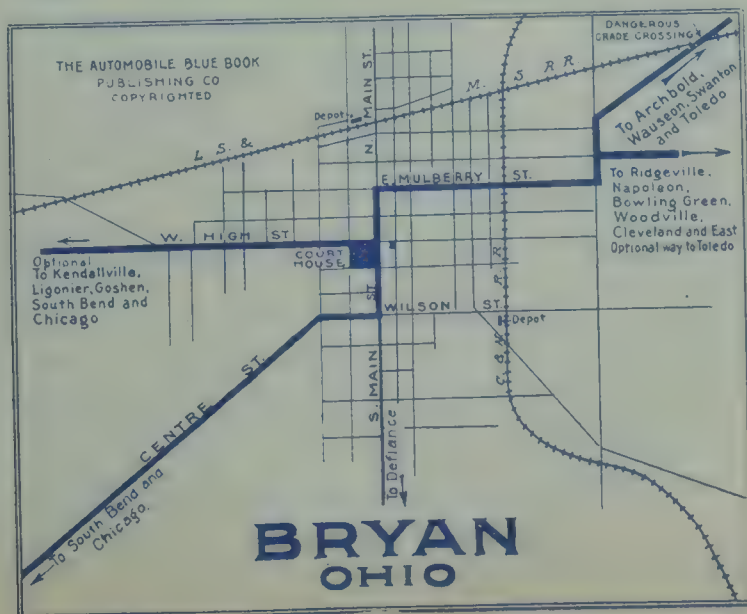
THE CHRISTMAN GARAGE, P. D. CHRISTMAN
 ADJOINING HOTEL PROPRIETOR
 OPEN DAY AND NIGHT

C { Stored
 A { Repaired
 R {
 S { Washed

UP-TO-DATE
MACHINE SHOP
 AND
SKILLED MECHANICS

TIRES
 AND
ALL ACCESSORIES
 IN STOCK
 Gas Tanks Exchanged

- 60.5 1.3 (Yellow house on higher ground over to right); turn left, crossing RR. (60.6 m) and trolley (61.0 m) to
 64.2 3.7 End of road; turn left and next right, direct through several cross-roads to
 70.1 5.9 End of road; turn left and next right, crossing RR. (72.5 m) and trolley (72.7 m). Pass left-hand road (73.1 m—leading into Waterloo), straight ahead.
 75.8 5.7 End of road; jog left and immediately turn right to
 77.4 1.6 End of road again; turn left over RR. and immediately right.



Route 206**South Bend Section**

- 80.7 3.3 **BUTLER**; direct through, crossing RRs. (81.3 m & 81.5 m).
- 83.7 3.0 End of road; turn left.
- 84.2 0.5 Cross bridge over RR. and turn right along tracks, over small bad bridge (86.5 m) to
- 87.6 3.4 End of road at **Edgerton Station**; turn right across tracks and immediately left, straight through town.
- 87.8 0.2 End of road; jog left and immediately right, crossing iron bridge; go straight ahead with main telephone lines.
- 90.6 2.8 End of road; jog left and immediately right, following main travel.
- 93.7 3.1 At school (on right) avoid right-hand road, keeping straight ahead.
- 95.5 1.8 Diagonal cross-road; bear left up slight grade, passing school (on right) after turn, following main travel direct across concrete culvert (96.8 m), curving left a short distance beyond, going straight ahead.
- 98.7 3.2 Just beyond old brewery (on left) and mill (on right) turn right 2 blocks on rather narrow street to
- 98.9 0.2 **Main St.**; turn left to Court House, center of
- 99.1 0.2 **BRYAN**, Main & High Sts.
 The Christman, 1 block north of Court House.
 The Christman Garage, 125 N. Main St., **Stock Michelin Tires**.
 For city map, see page 435.
 See **Note A** for direct connection to Defiance.
 For through trips to Cleveland, not through Toledo, see Route No. 207.
- Go straight ahead on Main St., 2 blocks beyond Court House:
- 99.3 0.2 **Mulberry St.**—Doctor's office on right; turn right.
- 100.0 0.7 End of road; turn left past right-hand road (100.1 m).
- 100.2 0.2 Turn next right across small iron bridge (100.3 m) and over RR. (100.7 m); curve left (101.5 m) over iron bridge (101.6 m).
- 101.8 1.6 3-corners; keep left, past road on right.
- 102.4 0.6 4-corners; turn right (past large red barn and small house, on left after the turn), following telegraph poles through several cross-roads—**caution** for trolley and RR. crossing (106.1 m).
- 106.1 3.7 Turn left immediately beyond the RR. on built-up road, crossing iron bridge (106.4 m) to
- 107.1 1.0 4-corners just outside Stryker village (brick church on farther right-hand corner); turn left, crossing RR. (107.4 m) and trolley (107.5 m).
- 108.7 1.6 **Caution** for sharp right turn (leaving covered bridge on left); pass several roads on right and left, again crossing trolley (113.5 m).

Phone: Day—307

Phone: Night—469

CRON MOTOR CO., Wauseon, Ohio

South Side of R. R. Commercial St. One half blk. from Fulton St.

Complete and up-to-date garage

Fire Proof

- 113.8 5.1 **ARCHBOLD**, end of road; turn left, crossing trolley (113.9 m) to
- 115.3 1.5 4-corners; turn right (brick school on left, after the turn), running through several cross-roads.
- 119.2 3.9 Jog left and immediately turn right.
- 122.8 3.6 **Slow down** for right turn over trolley and RR., and immediately left, straight ahead over RR. (123.4 m).
- 123.8 1.0 Coming to park (on right), turn left on Fulton St. (brick pavement), crossing RR. (124.1 m) and trolley, center of
- 124.2 0.4 **WAUSEON**; straight through 0.1 m only.
Cron Motor Co., 123 Commercial St., **Stock Michelin Tires.**
- 124.3 0.1 (Brick stores on opposite corners); turn right on Elm St., passing large brick school (on right).
- 124.6 0.3 Turn next left, crossing RR. (125.0 m), straight ahead through prominent cross-road (125.2 m).
- 126.2 1.6 4-corners (small brick school on farther left-hand corner before the turn); turn right.
- 127.2 1.0 Jog right and immediately left (past brick house on left), then straight ahead through several cross-roads, picking up trolleys (from right—132.6 m).
- 132.8 5.6 **DELTA**; straight through, crossing L. S. & M. S. RR. (134.1 m) and small iron bridge (134.7 m). Avoid all cross-roads by continuing straight ahead 4 miles, when Swanton may be seen (ahead over to left).
- 138.9 6.1 Prominent 4-corners (large house on farther left-hand corner, with big poplar tree in front); turn left, crossing RR. (139.5 m) and trolley into
- 139.6 0.7 **SWANTON**, center of village.
Straight ahead through the town, past brick blacksmith shop (on right—139.7 m, where the route via Java turns right).
- 140.8 1.2 Fork (telegraph poles both ways); take the right-hand road to
- 141.8 1.0 End of road; turn left, across small iron bridge (142.1 m).
- 142.3 0.5 Turn right over small iron bridge, straight ahead through cross-road (134.0 m).
- 145.0 2.7 4-corners; turn right on the best road, and next left (145.2 m), to cross-road, village of
- 146.2 1.2 **CARAGHAR**, large brick church (on right); turn right.
- 147.9 1.7 Jog left and immediately right, direct past all roads on right and left for 10.5 miles. Cross 2 separate RR. tracks (158.4 m) and iron bridge (159.0 m), crossing RR. (161.9).



HOTEL SECOR

—TOLEDO, OHIO—

FIREPROOF

EUROPEAN PLAN

304 Rooms—200 with Bath

Magnificent Suites for Touring Parties.

Excellent Cuisine and Fine Music

WALLICK BROTHERS, Proprietors

Also of "CADILLAC," Broadway & 43d St., New York

THE STANDARD GARAGE CO.

233-7 Ontario Street

TOLEDO, OHIO

Opposite Public Library

Home Phone 2333

Official A. A. A. Headquarters

Bell Phone 747

- 162.2 14.3 Prominent diagonal cross-road, entering Toledo; turn diagonally right into Monroe St., crossing iron bridge (163.0 m), picking up trolley (from left—163.3 m). Follow trolleys on Monroe St. over RR. tracks (163.6 m & 163.7 m) to 23rd St. (164.8 m).
- 164.8 2.6 Turn left on 23rd St. (sign), keeping to right of small park immediately beyond to Madison Ave.
- 165.0 0.2 Turn right on Madison Ave. (asphalt), straight ahead through Toledo's "automobile row" to P. O., center of
- 166.0 1.0 **TOLEDO**, Madison & St. Clair Sts.

Hotel Secor, Superior & Jefferson Sts.

The Standard Garage Co., 233 Ontario St., Stock Michelin Tires.

United Garage Co., 915 Jefferson St.

Maplewood Garage, 2651 Monroe St., Stock Michelin Tires.

For city map, see page 581. For diverging routes, see Index map, page 579.

For through connections, see Trunk-line Index map, front of book.

Note A—For direct connection to Defiance from Bryan, go straight south on Main St., from Court House, following main telephone poles on good road to end at (6.5 m), where turn left across RR., straight through Ney (6.8 m), through all cross-roads, curving right into road from left (13.3 m) to fork (13.8 m); bear left with stone road, keeping left (15.2 m) and right (15.7 m) to old town of Brunersburg (15.8 m), turn left with main travel across long iron bridge at Ralston Ave. Just after going over RR. bridge (17.5 m), turn right on Clinton St., to center of Defiance (17.9 m).

The four volumes of the **Official Automobile Blue Book** cover practically all the available touring routes east of the Rockies, with one complete route to the Pacific Coast. Users of **Volume 4** should always bear in mind that extension routes in almost any desired direction are supplied in some one of the four Blue Book Volumes.

South Bend Section

Route 207

Route 207—South Bend, Ind., to Cleveland, Ohio.—275.1 m.

Route map, page 756

Reverse route, No. 398.

Not through Toledo. Via Bryan, Napoleon. Meeting Toledo-Cleveland routes just west of Woodville.

MILEAGES
Total Intermediate

(For this and optional exits, see South Bend map, page 413.)

0.0 0.0 **SOUTH BEND**, Court House, Main & Washington Sts.

Follow the route already given from South Bend through Mishawaka (4.1 m), Goshen (23.3 m), Ligonier (40.9 m) and Kendallville (59.2 m) to High & Main Sts.,

99.1 99.1 **BRYAN**. Court House on left.

The Christman, 1 block north of Court House.

The Christman Garage, 125 N. Main St., Stock Michelin Tires.

For city map, see page 435.

See Note a for longer route to Napoleon, but better in wet weather.

Keep ahead on Maine St.

99.3 0.2 (Doctor's office on the near right-hand corner); turn right into Mulberry St., crossing RR. (99.8 m).

100.0 0.7 End of road; turn left, taking care not to run past the first right-hand road beyond.

100.1 0.1 At this mileage leave the Toledo route (straight ahead) by turning right, crossing RR. (100.5 m) and iron bridge (102.3 m).

102.5 2.4 Fork; keep left on winding but direct road, crossing iron bridge (105.6 m).

105.6 3.1 Leaving bridge, turn sharp right; cross another iron bridge (109.7 m), and run straight ahead through prominent 4-corners (112.5 m), where the alternate route via Archbold comes in from the left.

115.2 9.6 **RIDGEVILLE**; bear slightly left through several corners, thence on direct road for over 7 miles, crossing RR. (122.6 m) into Woodlawn Ave., **Napoleon**.

122.8 7.6 End of Woodlawn Ave.; turn left on Clinton St. to next 4-corners at Perry St.

122.9 0.1 **NAPOLEON**, Perry & Clinton Sts.

Wellington Motor Car Co., Perry St.

W. H. Shondel, 806 N. Perry St., Stock Michelin Tires.

For city map, page 566.

[For center of town (Court House, hotel, garage, etc.), turn right on Perry St.

Turn left on Perry St. for little over 1 block.

123.0 0.1 **Oakwood** Ave.; bear right on diagonal street, crossing RRs. (123.2 m & 123.4 m).

125.5 2.5 4-corners; turn right with main travel for 1 mile.

126.5 1.0 Turn left, crossing iron bridge (126.7 m).

127.5 1.0 4-corners; brick school; turn right with main travel

Hopkins ELECTRIC Speedometer

No Flexible Shaft
and
The Electrodrometer

See page facing front cover

Built
rugged and strong.
Beautifully finished.

Only trip
odometer with-
out a flexible shaft.

Route 207

South Bend Section

- through 4-corners at **Olivet Chapel** (128.4 m), avoiding left-hand roads leading into **Liberty Center**, crossing RR. (131.9 m), passing another road on left (132.0 m).
- 132.4 4.9 Jog left and immediately right, running downgrade across iron bridge (134.7 m).
 - 135.4 3.0 End of road; turn right to first
 - 135.8 0.4 Left-hand road; turn left with main travel.
 - 139.2 3.4 End of road; turn sharp right for 1 mile.
 - 140.2 1.0 Turn left along Maumee River.
 - 141.4 1.2 Turn right, crossing long iron bridge over Maumee River
 - 141.9 0.5 Leaving bridge, turn left along river (**Grand Rapids** short distance south).
 - 142.4 0.5 Immediately after crossing iron bridge, turn sharp right away from river road, going straight ahead with main travel across trolley and RR. (147.9 m), passing village of **Tontogany** over to the left; cross RR. (148.2 m).
 - 150.7 8.3 End of road (road to the left leads to **Toledo**); turn right, crossing RR. (153.2 m), through diagonal cross-roads (156.6 m), following Haskins St. to end of same at
 - 156.7 6.0 **Wooster St.**; turn left, crossing RR., to center of
 - 157.2 0.5 **BOWLING GREEN**, Main & Wooster Sts.
Keep straight ahead with trolley on Wooster St., crossing RR. (157.5 m), leaving trolley (160.7 m).
 - 160.8 3.6 Just after trolley leaves at white church, turn left, meeting trolley again.
 - 161.7 0.9 **Caution** for sharp right, crossing trolley; follow same practically all the way, through **Scotch Ridge** (164.5 m) across RR. (167.8 m).
 - 168.1 6.4 **PEMBERVILLE**. Straight through, crossing 2 RRs. (168.3 m) and again (168.6 m), following general line of trolley direct to
 - 173.7 5.6 End of road (at this point just west of **Woodville**); turn right with trolley, now with the Toledo-Cleveland routes; if going via **Norwalk**, see **Route No. 301**; if via **Sandusky**, see **Route No. 302** for complete running directions rest of the way to Cleveland.

Note a—Directions for route through Archbold, which may be used in wet weather between Bryan and Napoleon. Instead of leaving the South Bend-Toledo Route at mileage (100.1 m), continue on this route to Archbold (113.9 m) and here leave the Toledo route, by turning right across RR. (113.9 m), keeping slightly right (114.2 m); cross iron bridge (114.8 m) going little over 4 miles to 4-corners (119.1 m)—white church may be seen short distance over to the right; turn left keeping slightly left through **Ridgeville** (121.6 m), now straight ahead for over 7 miles, cross RR. (128.9 m) to end of street at Clinton St. (129.1 m), turn left to center of **Napoleon** (129.2 m).

20

IF you are "from Missouri" put a speed indicator of the same make on each side of your dash. Note the mileage shown as you ride. With the Warner Auto-Meter, "The Aristocrat of Speed Indicators," the speed will be identical on each. You will not find this so with other instruments. We have seen it tried dozens of times and **KNOW**.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 209—South Bend to Fort Wayne, Ind.—78.5 m.

Route map below

Reverse route, No. 281

*Via Goshen and Ligonier. Mostly good gravel roads, very direct.*MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 413.)

0.0 0.0 **SOUTH BEND**, Main & Washington Sts.

For complete running directions on first part of this route, see Route No. 206 to

40.9 40.9 **LIGONIER**. Keep straight ahead to41.1 0.2 Fork; fountain in center; bear right, using caution for sharp right and left turns (42.8 m), **taking care not to pass**

43.5 2.4 Left-hand road; brick school on right; turn left, going straight through all cross-roads.

45.6 2.1 Fork; bear right, crossing RR. at **Kimmel Station** (46.5 m). Avoid right-hand road (47.4 m), past pond (on right—48.5 m), straight through village of **Wolf Lake** (51.7 m), curving left out of town.

51.9 6.3 Fork; bear right with main travel upgrade, following direct road into

56.4 4.5 **NOBLESVILLE**. Straight through, keeping left at fork in edge of town; follow winding but direct road, crossing RR. at **Churubusco Station** (63.8 m).

68.8 12.4 End of road; turn right, curving left with road (69.2 m) and right (70.5 m), crossing RR. (75.5 m), turning sharp left (77.1 m).

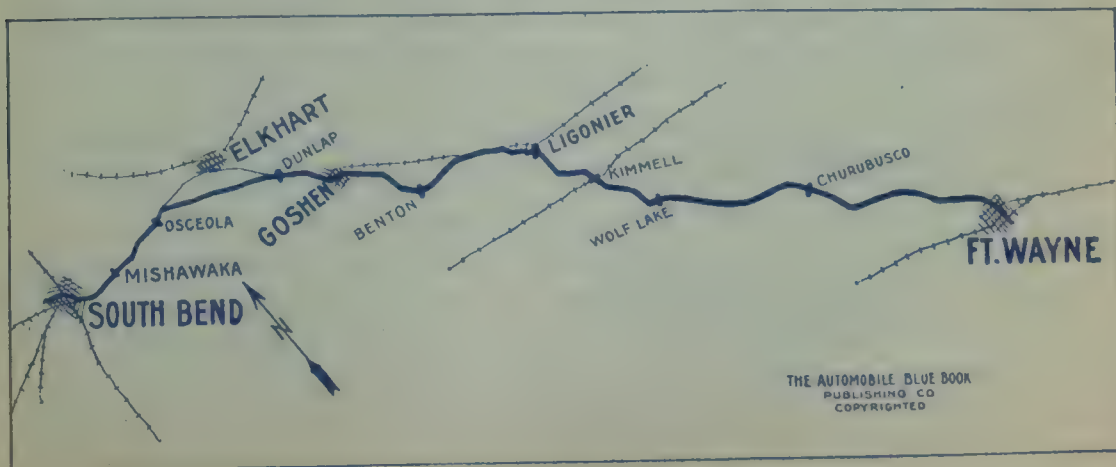
77.3 8.5 4-corners; turn right past Catholic Orphan Asylum (on left), same thorofare becoming Wells St., which follow with trolleys over RR. (78.1 m).

78.2 0.9 Just after crossing bridge over St. Marys River, bear left with trolley onto Superior St., for little over 1 block to

78.3 0.1 **Calhoun St.**; turn right to Court House, center of78.5 0.2 **FORT WAYNE**, Main & Calhoun Sts.

Wayne Hotel, W. Columbia St.

Bachelor Garage, E. Columbia St.

Ft. Wayne Machine Co., 1035 Calhoun St., **Stock Michelin Tires.**Randall Motor Car Co., 116 W. Wayne St., **Stock Michelin Tires.**For city map, see page 558. For diverging routes, see **Index map**, page 411.For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 210—South Bend, Ind., to Detroit, Mich.—208.5 m.

Route map, opposite.

Reverse route, No. 451

Via Niles, Kalamazoo, Battle Creek and Jackson. Over variable roads mostly of a gravelly nature with a little sand, generally quite good.

Although this is about 20 miles longer than the more direct route with Elkhart and Coldwater it is to be preferred except for those desiring to make a particularly fast trip between these two points, as accommodations and roads this way are much better.

Descriptive Outline—This is one of the most important routes in the whole Middle West, on the main line of travel between Detroit and Chicago, passing through a large number of important cities in southern Michigan. Going almost straight north from South Bend past the buildings of Notre Dame University, passing through the pretty little town of **Niles, Mich.** **Paw Paw** is probably best known through the lake of that name which is close to the town, with its many summer homes. **Kalamazoo** is distinctly a manufacturing city with many important industries, and it claims to be chief paper manufacturing center in the world, having 12 large mills. Celery growing in the near vicinity has grown to such an extent that the express companies in this city collect annually over \$700,000 for transportation charges. These celery gardens are well worth seeing, and tourists having time should spend a few hours making a short trip around the city, seeing how this extensive industry is carried on. The name Kalamazoo came through the Pottawattomie Indians and was originally "Ki Kalamazoo," signifying "The Boiling Pot." James Fennimore Cooper, one of the greatest American novelists, spent a great many days in this vicinity, and one of his books, "The Bee Hunter," was written with this city and vicinity as the subject. Being located in the beautiful valley of the Kalamazoo, a large number of interesting trips can be taken nearby, particularly as Kalamazoo County alone has about 60 lakes within its boundaries. **Battle Creek** is probably best known through the enormous health sanatorium which is located here. In addition to this its large manufactories of cereal foods are famous, the most important being Postum Cereal Company and Kellogg Toasted Corn Flakes. It also claims to have one of the largest threshing machine plants in the country. Lake Gogam, 2 miles from the city, and Gull Lake, 12 miles from the city, both have attractive summer resorts with excellent fishing in season.

Continuing eastward, the route is through the thriving towns of **Marshall** and **Albion**. At **Jackson** the Republican party was organized July 6, 1854, and first received its name. Although the preliminary organization was effected in Bronson Hall on Main St., the committee on resolutions afterwards convened in a group of oaks, seven of which are still standing at the corner of 2nd & Franklin Sts. In June, 1910, a tablet was unveiled by President Taft beneath the surviving oaks, to commemorate this historic spot. At the corner of Jackson & Trail Sts. a number of the most important Indian trails in Michigan concentrated. With hundreds of small lakes within the borders of Jackson County, a large number of beautiful drives may be taken in every direction. This is also a very thriving manufacturing town, a few of the most important industries being the Jackson Automobile Co., Imperial Automobile Co., Clark-Carter Automobile Co., Lewis Spring & Axle Works. **Ann Arbor**, the site of the University of Michigan, is distinctly a university town, with many fine residence streets. The University, one of the most important educational institutions in the United States, is attended by nearly 5,000 students. In its library of about 250,000 volumes is the McMillen-Shakespeare collection, second only to that of the Boston Public Library. **Ypsilanti** is an important papermaking town.

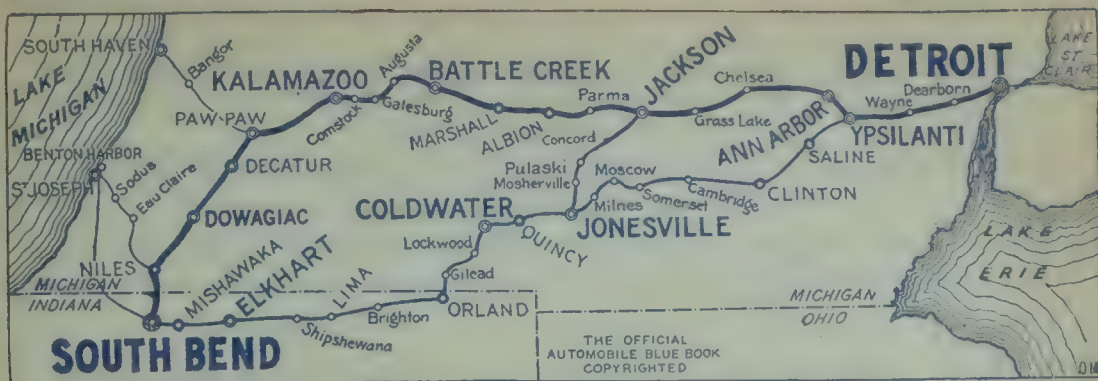
MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 413.)

0.0 0.0 **SOUTH BEND**, Main & Washington Sts.

From Court House go east 1 block to Michigan St., where turn left and go straight ahead on brick pavement across long iron bridge over St. Joseph River.

0.9 0.9 Immediately on leaving bridge, turn right 1 block and then left into Leeper Ave., under RR. (1.1 m), going straight ahead past Notre Dame University buildings (2.1 m), cross RR. switch (2.3 m).



- 5.9 5.0 End of road (interstate line road); turn left across trolley and RR.
- 6.1 0.2 Immediately beyond RR., turn right, go straight ahead, using **caution** for RR. crossings (9.6 m), bearing left at 3-corners (10.2 m).
- 10.5 4.4 **Green St.**, where river road comes in from the left; turn right on Green St. 1 block and next left into 4th St., which follow to Main St.
- 10.9 0.4 **NILES**, Main & 4th Sts. Business center to the left.
 Hatch's Garage, Second St.
 John H. Forler, 202 N. Front St., Stock Michelin Tires.
 For diverging routes, see **Index map**, page 758.
 Keep straight ahead on 4th St.
- 11.3 0.4 End of street; turn right upgrade over RR. bridge, keeping left downgrade off of same along St. Joseph River. Avoid left-hand road (13.4 m), keeping straight ahead past pumping station (on left); follow winding but direct road with main travel to 4-corners in
- 17.2 5.9 **SUMMERVILLE**. Turn right, straight through town, avoiding left-hand road (17.4 m) to RR. tracks at
- 18.8 1.6 **POKAGON**. Avoid RR. crossing by turning left, follow winding but direct road for several miles through diagonal cross-roads (24.5 m) into Spruce St., which follow, avoiding left-hand road (24.7 m).
- 24.8 6.0 End of street; turn right, passing brick school (on left), keeping right immediately beyond, into Main St. to end of same at park.
- 25.3 0.5 **DOWAGIAC**, Main & Front Sts.
 Byers' Garage, 315 S. Front St.
 Turn left on Front St., to farther edge of town.
- 25.6 0.3 Fork; bear left, crossing iron bridge (28.5 m).
- 32.4 6.8 Right-hand road immediately beyond stone culvert; turn right for nearly a mile.
- 33.3 0.9 4-corners; large fine white house on left; turn left.
- 33.8 0.5 4-corners immediately after passing row of trees in center of road; turn right 1 mile.
- 34.8 1.0 End of road; turn left 1 mile.
- 35.8 1.0 Turn right, passing lake (on left); follow main road direct.
- 40.3 4.5 **DECATUR**. Same thoroughfare straight through town, passing lake (on left—44.8 m).
- 45.3 5.0 4-corners with school-house; turn right.

American Hotel, Kalamazoo, Michigan

AMERICAN PLAN

Rooms with private bath \$3.00 to \$4.00 per day

ERNEST McLEAN, Manager

Phone 1716

114-116 W. Water St.

KALAMAZOO MOTOR COMPANY

KALAMAZOO, MICHIGAN

THOMAS ORRELL, Manager

HUDSON

VULCANIZING

BATTERY CHARGING

SUPPLIES

PREST-O-LITE STATION

STORAGE

MACHINE SHOP

We Never Close

EXPERT WASHING

HARLOW'S GARAGE, Kalamazoo, Michigan

425 EAST MAIN STREET

One block from American House

Handy for the tourist. When in town stop with us. Everything in Automobile Supplies



South Bend Section

Route 210

- 46.1 0.8 End of road; turn left. **Caution** for sharp right (46.2 m), follow direct winding road for over 3 miles, crossing RR. (49.2 m), turn sharp left (49.6 m).
- 49.9 3.8 End of road; turn right, picking up telephone poles, passing lake (on left—50.2 m).
- 50.5 0.6 **PAW PAW.** Bank on near left. Straight through.
For diverging routes, see **Index map**, page 758.
- 50.7 0.2 Irregular 4-corners; bear left immediately, passing school-house on the right.
- 52.0 1.3 4-corners; white school-house on near left; turn left.
- 54.0 2.0 Right-hand road (road ahead poor); turn right, swinging left with road just beyond, going straight through **Almena** (56.1 m), turn left with road to
- 59.9 5.9 End of road at church and cemetery; turn right and immediately beyond at fork with school-house in center, bear left, swinging left with road to
- 62.1 2.2 End of road at blacksmith shop; turn right, straight ahead, picking up trolley (67.5 m), same thorofare becoming Main St., running onto brick pavement (67.8 m), crossing RR (68.2 m) to center of
- 68.7 6.6 **KALAMAZOO**, Main & Rose Sts. Court House on right.
The American Hotel, E. Main St.
Harlow Garage, 425 E. Main St.
Kalamazoo Motor Co., 116 W. Water St.
Shaw's Garage, 310 N. Burdick.
For diverging routes, see **Index map**, page 758.
Straight ahead on Main St., with trolley, crossing RR. (69.0 m), and 2 RRs. at (69.1 m), swinging right into East Ave. (69.2 m), crossing RR. (69.6 m).
- 69.7 1.0 **Lincoln Ave.**; turn right with one set of trolley, jogging right and left across RR. tracks (72.0 m), picking up trolley from the right (72.5 m), following same, bearing right through irregular 4-corners, **Galesburg** (77.3 m) with trolley, jogging left and right across RR. (77.5 m), straight ahead with trolley. **Caution not to pass**
- 82.1 12.4 Left-hand road; turn left, leaving trolley.
- 82.2 0.1 End of road; turn right, jogging left and immediately right across trolley (82.4 m), crossing RR. (82.6 m) at **Gull Lake Jct.**
- 85.4 3.2 Fork; bear right with trolley, same thorofare becoming Main St., following straight ahead with trolley across RR. (91.7 m) to center of
- 92.1 6.7 **BATTLE CREEK**, Main & Jefferson Sts.
American Motor Co., W. Main St.
Palmer & Lawrence, 40 Jefferson St., **Stock Michelin Tires.**
For city map, see page 808.
Straight through.
- 92.3 0.2 5-corners; soldiers' monument on right; bear left, crossing RR. (92.7 m) and again (93.0 m).
- 93.3 1.0 Fork; jog right and immediately left, crossing RR. at Postum Cereal buildings (on right). **Caution** for steep downgrade across RR. (94.6 m), immediately jogging right and left with road, picking up trolley



Brand New Building and Equipment

Temple Garage Co.

JACKSON - MICHIGAN

A. E. Knowles, Mgr.



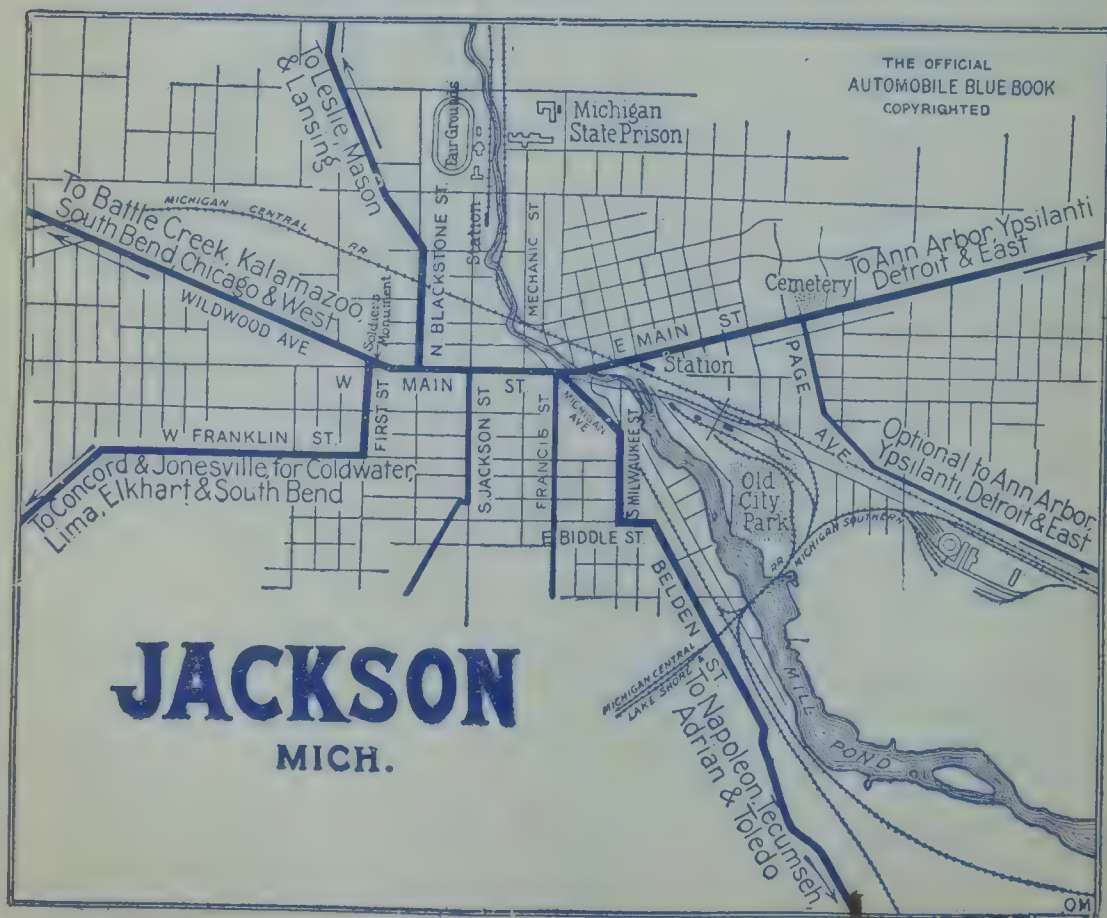
**The B. M. Byrne
Garage Co.**

103-109 W. Pearl St.

JACKSON, MICHIGAN

Citizens Phone 1312
Bell Phone 495

Look for Electric Sign on Main Street



HOTEL ALBION

E. S. RICHARDSON, Prop.

On Main Blue Book Route

\$2.00 to \$2.50

Above hotel is recommended by the publishers

ALBION GARAGE

NOBLE & RICHARDS, Prop.

On Main Blue Book Route

STORAGE, SUPPLIES, REPAIRS

Absolutely fireproof.

Bell phone 98

ALBION, MICHIGAN

- 98.8 5.5 Right-hand road; signboard; turn right, leaving trolley, crossing RR. (99.6 m).
- 99.8 1.0 Left-hand road; signboard; turn left, going straight through **Cresco Station** (99.9 m), crossing RR. (100.1 m).
- 100.8 1.0 End of road; turn right, swinging left with road (100.9 m), picking up trolley from the left (103.0 m), jogging right and left around park, with trolley, to
- 105.1 4.3 **MARSHALL**. Straight ahead on State St., with trolley.
- 105.3 0.2 **Exchange St.**; turn right, swinging left with road
- 105.7 0.4 Left-hand road immediately after passing concrete bridge; turn left.
- 105.8 0.1 4-corners; turn right.
- 106.0 0.2 Left-hand road immediately before crossing RR.; turn left along RR., crossing RR. (110.6 m) and again (114.2 m). Trolley comes in from the left (114.3 m) and leaves to the right (115.7 m).
- 116.2 10.2 **Superior St.**; turn right to Michigan St.
- 116.4 0.2 **ALBION**. Business center on right.
 Hotel Albion.
 Albion Garage, Stock Michelin Tires.
 Turn left on direct road with telephone poles, crossing RR. at **Parma** (124.3 m), picking up trolley from the right (124.4 m); following same. **Caution for dangerous RR. and trolley crossing** where trolley leaves to the right (131.4 m), straight ahead with double line of telephone poles, same thoroughfare becoming Wildwood Ave., swinging left with street onto Main St., picking up trolleys, to center of
- 134.6 18.2 **JACKSON**, Main & Francis Sts.
 Byrne Garage Co., 103 W. Pearl St.
 Temple Garage, Cortland St.
 For diverging routes, see **Index map**, page 758.
 Straight ahead on Main St., with trolley, crossing RR. (134.8 m) and again (136.1 m).
- 138.7 4.1 Fork; bear right with telephone poles, jogging right and immediately left, crossing RR. (141.9 m) and again (142.6 m), passing straight through **Grass Lake** (144.6 m), crossing trolley (145.1 m). **Caution not to pass**
- 152.3 13.6 Left-hand road; signboard; turn left immediately, swinging right with road.
- 152.6 0.3 End of road; turn left to
- 153.2 0.6 First right-hand road immediately before trolley and RR. crossing; turn right. **Caution for dangerous trolley and RR. crossing** (153.5 m), swinging right and crossing RR. (155.1 m).

The Hawkins House

PHILLIPS & DENNIS, Props.

Ypsilanti

MICHIGAN

Storage room for your cars

Headquarters for motorists

Rooms with or without bath \$2.00 up

GARAGE**YPSILANTI**

MICHIGAN

JUST EAST OF THE BRIDGE

E. B. DOLSON, - Proprietor

- 155.2 2.0 End of road; turn left with telephone poles.
- 155.9 0.7 **CHELSEA**. Bank on near right. Turn right, crossing RR. at station (156.1 m), swinging right with road.
- 156.7 0.8 End of road; turn left, picking up trolley from the left (157.5 m), straight through **Lima Center** (160.5 m), with trolley, same thorofare becoming Huron St.
- 170.6 13.9 **ANN ARBOR**, Huron & Main Sts. Court House on left.
 Hotel Whitney, Opposite Court House.
 Hartman Garage, 330 N. Main St.
 For city map, see page 806.
 Turn right with trolley onto Main St.
- 170.9 0.3 Left-hand branch road; bear left with trolley, disregarding all intersecting streets, keeping with trolley past stone school-house (on right—173.4 m), crossing RR. (176.1 m).
- 178.7 7.8 4-corners; school-house on near left, fire station on far left, church on right; turn right with trolley
- 179.0 0.3 **YPSILANTI**, Congress & Washington Sts.
 Hawkins House, Congress St. Dolson's Garage, Congress St.
 Turn left onto Washington St., with trolley, going downgrade over iron bridge (179.1 m), crossing RR. (179.5 m); turn left under RR. and immediately right (179.9 m), follow straight ahead with trolley, avoiding all intersecting roads through **Denton** (183.9 m), **Canton** (186.5 m), jogging right and immediately left with road and trolley (189.4 m), going under RR. (190.5 m), crossing trolley at **Wayne** (191.2 m), passing County buildings (on left—193.3 m), crossing RR. (193.5 m), still with trolley, straight through **Dearborn** (198.4 m). Cross RR. (202.5 m), swinging left and right with road (203.8 m), crossing RR. (205.0 m), going under RR. (205.7 m) and again (205.9 m), same thorofare becoming Michigan Ave., which follow to center of
- 208.5 29.5 **DETROIT**, Michigan & Woodward Aves. Soldiers' Monument on far right.

Hotel Pontchartrain, Woodward Ave., East side of Square.

Gillespie Auto Sales Co., Woodward & Palmer Avenues.

For city map, see page 805. For diverging routes, see **Index map**, page 802.For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 212—South Bend, Ind., to Detroit, Mich.—191.3 m.

Route map, page 443

Reverse route, No. 454

This is what is known as a short line route via Elkhart, Coldwater and Jonesville. Practically full alternate to the more traveled and better route through Kalamazoo and Battle Creek. Over mostly fairly good roads with some stretches of pretty poor sand.

Although this route is about 17 miles shorter than the preceding route, hotel accommodations and road conditions are not as good and unless desiring to make Detroit in one day the previous route is recommended.

Descriptive Outline—With the possible exception of Elkhart, this route passes through no towns of importance, and as spoken of above, is only recommended for fast through trips to Detroit. Going almost straight east through **Mishawaka**, we come to **Elkhart**, located on the St. Joseph River. It has numerous lakes and small summer resorts within a radius of a few miles. It is principally a manufacturing town, the C. G. Conn Musical Instrument Company claiming to be the largest of its kind in the world. It is said that the process used by the government for welding and cutting steel and armor plate through the use of Acetylene gas originated here with the Davis Acetylene Company. It is also a large railroad point, the Lake Shore system having immense shops here.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 413.)

- | | | |
|------|-----|---|
| 0.0 | 0.0 | SOUTH BEND , Main & Washington Sts.
From Court House go east on Washington St. little over 1 block. |
| 0.1 | 0.1 | Vistula Ave. ; bear diagonally right with poles on brick pavement, passing tall standpipe (on left), cross RR. (0.5 m), running along St. Joseph River, following trolley to center of |
| 4.1 | 4.0 | MISHAWAKA , Main & 2nd Sts.
Star Garage, 216 S. Main St., Stock Michelin Tires.
Direct through on 2nd St., keeping straight ahead, where trolleys leave to the right (5.1 m), crossing RR. (6.1 m). |
| 6.8 | 2.7 | Fork; school in angle; bear right with telegraph poles along tracks, picking up trolley (9.0 m); follow same through Osceola (9.5 m). |
| 9.6 | 2.8 | End of road; turn right over trolley and 2 RRs. and immediately left along tracks, avoiding all cross-roads. |
| 13.0 | 3.4 | 4-corners; leaving direct road to Goshen straight ahead, turn left, same thoroughfare becoming 21st St., which follow under RR. viaduct (13.8 m) and trolley (13.9 m). |
| 14.2 | 1.2 | End of street; turn right on Indiana Ave. |
| 14.8 | 0.6 | Franklin St. ; meeting trolley, turn left, following car tracks. |
| 15.1 | 0.3 | Harrison St. ; turn right, leaving trolley to end of same in center of |
| 16.0 | 0.9 | ELKHART , Main & Harrison Sts.
Elkhart Garage Co., 200 N. Main St.
Elkhart Steam Vulc. Co., 102 Main St., Stock Michelin Tires.
For city map, see page 814. For diverging routes, see Index map, page 758.
Turn right onto Main St., picking up trolley, bearing left with trolley at fork; monument immediately beyond. |
| 16.1 | 0.1 | Fork; bear left with trolley onto Middlebury Ave., immediately crossing RR. Cross another RR. (16.5 m). |
| 17.2 | 1.1 | 4-corners; bear right into Goshen Ave., leaving trolley. |
| 17.5 | 0.3 | Left-hand branch road; bear left, passing yellow brick |

Route 212

South Bend Section

- school-house (on right—18.5 m), jogging left and immediately right (26.2 m), on winding but direct road, crossing RR. (29.6 m).
- 29.7 12.2 Irregular 4-corners; turn right, going straight through **Middlebury** (29.8 m), passing cemetery (on right) and one (on left—30.2 m), straight ahead through **Shipshe-wana** (36.1 m).
- 37.3 7.6 End of road; turn left across trolley and immediately right, turning sharp left with road (38.7 m).
- 38.9 1.6 End of road; turn right.
- 39.8 0.9 End of road; turn right, crossing trolley (40.2 m).
- 40.7 0.9 End of road; turn left, straight ahead, crossing RR. (42.3 m).
- 45.2 4.5 Irregular 4-corners; turn left.
- 48.4 3.2 4-corners; turn right.
- 48.7 0.3 **LIMA**. Turn right.
- 48.8 0.1 First 4-corners; turn left, crossing RR. (48.9 m), jogging left and immediately right at school-house (on right—52.1 m), straight through **Breaton** (54.4 m), swinging sharp left with road (60.6 m).
- 60.9 12.1 End of road; turn right, straight through **Orland** (61.7 m).
- 71.5 10.6 4-corners; red brick school-house on near right; turn left, passing pond (on right—73.4 m), straight through **Kinderhook** (75.7 m), cross RR. (85.0 m),
- 85.3 13.8 **COLDWATER**.
 Reed & Johnson, 109 W. Chicago St., Stock Michelin Tires.
 Turn right onto Chicago St., passing park
- 87.4 2.1 3-corners; bear left with telephone poles, immediately beyond, avoiding angling road to the right; cross RRs. (90.5 m, 90.6 m & 91.0 m), straight ahead with telephone poles through Quincy (91.5 m), Allen (97.4 m), cross RR. (102.5 m) and again (102.8 m).
- 102.0 15.6 **JONESVILLE**. Park on left.
 For direct connection to Jackson, see Route No. 213-B.
 Straight ahead out of town through 5-corners at **Milne's Corners** (107.1 m), passing cemetery (on right—110.2 m), crossing RR. at station (112.0 m), going straight through **Moscow** (112.1 m), running upgrade.
- 114.4 11.4 Bear left, continuing up steep grade to
- 117.0 2.6 **SOMERSET CENTER**. Straight ahead, curving right downgrade across small culvert and immediately beyond bear left upgrade. Cross RR. (117.2 m), through **Somer-set** (118.9 m), running under RR. (121.3 m), past lake (on right), avoiding all side roads.
- 125.6 8.6 Fork; bear right, straight through **Cambridge Jct.** (126.9 m), pass small lakes (on right), curving right up short, steep grade (129.0 m). **Caution** for sharp left turn (129.3 m).
- 130.4 4.8 Turn sharp left, passing right-hand road (131.9 m).
- 132.1 1.7 3-corners; bear right past lake, curving right with road

South Bend Section

Route 213 A

- (134.5 m), cross RR. (140.0 m), following Chicago St.
 140.1 8.0 **CLINTON**, business center.
 Go straight through on good road.
 143.3 3.2 Fork; bear left, follow main travel on direct road, passing mill (on right—151.3 m), picking up trolleys just beyond; follow same up long easy grade through **Saline** (151.9 m), cross RR. (155.3 m) direct to center of
 161.7 18.4 **YPSILANTI**, Congress & Washington Sts.
 Hawkins House, Congress St. Dolson's Garage, Congress St.
 Straight ahead through town, running downgrade across iron bridge, following trolleys up long easy grade.
 162.6 0.9 **Caution** for sharp left turn over RR. bridge and immediately right, meeting trolleys again; under RR. (173.2 m), going straight through **Wayne** (173.9 m), passing Wayne County buildings (on left—175.9 m), cross RR. (176.2 m), straight through **Dearborn** (181.1 m), following direct road, rather poor in spots, with trolley all the way. Cross RRs. (185.3 m & 188.4 m), running under RRs. (188.5 m & 188.7 m), now on Michigan Ave., which follow straight ahead to center of
 191.3 28.7 **DETROIT**, Woodward & Michigan Aves. Soldiers' Monument over to the right.

Hotel Pontchartrain, Woodward Ave., East side of Square.

Gillespie Auto Sales Co., Woodward & Palmer Avenues.

For city map, see page 805. For diverging routes, see **Index map**, page 808.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 212A—Elkhart, Ind., to Kalamazoo, Mich.—56.5 m.

Route map, page 758.

Reverse route, No. 421

Fair gravel road for the most part with stretches of fair natural road.

MILEAGES
 Total Intermediate

(For this and optional exits, see city map, page 814.)

- 0.0 0.0 **ELKHART**, Main & Harrison Sts.
 Go north on Main St., with trolley.
 0.4 0.4 **E. Jackson St.**; turn right with one set of trolley, crossing RR. (0.5 m) and again (0.9 m), avoiding angling road to the right (1.2 m). Trolley leaves to the right (3.3 m), comes in from the right (6.0 m), straight through **Bristol** (8.8 m).
 9.0 8.6 4-corners just beyond **Bristol**; turn left, leaving trolley.
 10.5 1.5 Fork; bear left, avoid angling road to the right (13.6 m), winding along bank of river.
 15.1 4.6 End of road; jog left and immediately right, through **Vistula** (15.3 m), crossing RR. (20.1 m), straight through **White Pigeon** (20.9 m). **Caution not to pass**
 21.8 6.7 Left-hand road; turn left, leaving telephone line, passing red brick school-house (on left—23.5 m), avoiding angling road to the right (25.6 m), cross RR. (29.7 m) and again (30.7 m), bear left with road across RR. (31.0 m).
 31.6 9.8 **THREE RIVERS**. Soldiers' monument on right. Straight through on brick pavement, picking up gravel (31.7 m), passing Fair Grounds (on right—32.6 m), crossing RR. (33.3 m), straight through **Moore Park**; church on left

Route 213 B

South Bend Section

- (36.7 m), passing lake (on left) and running along RR. (38.6 m), pass **Flowerfield** station (on right—39.7 m), crossing RR. (42.6 m), straight through **Schoolcraft** (43.0 m).
- 43.4 11.8 4-corners; cemetery on far left; turn right with telephone poles, cross RR. (43.7 m).
- 44.6 1.2 Left-hand road; yellow brick house on right; turn left with telephone poles, cross RR. (47.1 m).
- 48.0 3.4 Right-hand branch road; turn right with 2-arm telephone poles, running along RR.
- 50.5 2.5 End of road; turn left, passing school-house (on left—52.2 m), picking up trolley at (54.8 m), same thorofare becoming West Ave.
- 56.2 5.7 **Main St.**; turn right with trolley, follow same to Court House, center of
- 56.5 0.3 **KALAMAZOO**, Main & Rose Sts.
- The American Hotel, E. Main St. Harlow Garage, 425 E. Main St.
Kalamazoo Motor Co., 116 W. Water St. Shaw's Garage, 310 N. Burdick.
For city map, see page 442. For diverging routes, see Index map, page 758.

Route 213B—Jonesville to Jackson, Mich.—28.3 m.

Route map, page 758

Reverse route, No. 452

Making a through route from South Bend, Elkhart and Lima, Ind., and Coldwater, Mich., to Jackson and points north or east.

MILEAGES

Total Intermediate

0.0 0.0 **JONESVILLE**, park on left.

Go through (east), up long, steady grade to fork or left-hand road (7-10 m); here leave Clinton-Saline-Detroit route to right by taking the left-hand road, crossing RR. (grade—1.9 m) direct to 4-corners (5.3 m). Turn left on the best road, curving sharp right (5.6 m) past cemetery (on right); turn left (5.7 m) to end of road at **Mosherville** (country store on the corner—5.9 m).

Turn right, curving sharp right (6.6 m) and slightly left through 5-corners (7 m); just beyond curve left, through **Pulaski** (10 m)—**caution** for very dangerous RR. crossing (10.2 m). Pass small pond (on left), straight ahead through **Concord** (14.3 m), crossing RR. and bridge (14.4 m); at blacksmith shop in fork just beyond (14.5 m), take the right-hand road along small lake, then straight ahead past left-hand road (16.6 m) through hamlet of **Spring Arbor** (19.5 m).

Pass left-hand road (21.5 m), straight ahead through prominent 4-corners (22.8 m), taking care not to run past left-hand road (23.3 m); turn left, up slight grade, turning right at end of road (23.8 m), and curving right (26.8 m) into W. Franklin St., Jackson. Meeting trolleys (27.5 m), turn left on 1st St., following them to Main St. (27.8 m); turn right on Main St. to center of

28.3 28.3 **JACKSON**, Main & Francis Sts.

Temple Garage, Cortland St.

Byrne Garage Co., 103 W. Pearl St.

For city map, see page 446. For diverging routes, see Index map, page 758.

South Bend Section

Route 214

Route 214—South Bend to Grand Rapids, Mich.—116.7 m.

Route map, page 758

Reverse route, No. 403

Via Niles and Kalamazoo. Mostly gravel road, although one or two short stretches of sand are encountered.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 413.)

0.0 0.0 **SOUTH BEND**, Main & Washington Sts.

For complete running directions on first part of this route, see Route 210 to

68.7 68.7 **KALAMAZOO**, W. Main & W. Rose Sts.

The American Hotel, E. Main St.

Shaw's Garage, 310 N. Burdick.

Harlow Garage, 425 E. Main St.

Kalamazoo Motor Co., 116 W. Water St.

Turn left on W. Rose St.

69.1 0.4 **W. North St.**; turn left, picking up trolley, jogging left and then right with trolley (69.3 m), crossing RR. (69.5 m).

69.8 0.7 Irregular 4-corners; turn right onto Douglas Ave., with trolley; trolley ends (70.0 m), straight ahead, crossing RR. (70.5 m).

72.1 2.3 Main traveled left-hand road; turn left with poles.

72.4 0.3 Fork; bear right with poles.

73.4 1.0 Fork; bear right with poles through cross-roads.

75.5 2.1 **COOPERS CORNERS**. Straight through with poles.

76.9 1.4 Main traveled left-hand road; turn left with poles, swinging right with road (77.0 m).

80.5 3.6 **PLAINWELL**; 5-corners, stone watering fountain on left. Straight through with poles, crossing RR. (80.9 m), passing schoolhouse (81.9 m), crossing RR. (85.8 m).

86.8 6.3 **MARTIN**; 4-corners. Straight through with poles, passing white schoolhouse (90.7 m), going over RR. bridge (91.7 m).

93.1 6.3 **BRADLEY**; 4-corners, Post Office on far left; straight through with poles, jogging left and right with road at (93.3 m), passing pond (on right—93.6 m) and cemetery (on left—94.8 m).

96.1 3.0 **WAYLAND**; 4-corners. Straight through.

97.0 0.9 End of road; turn left, curving right with road (97.5 m).

100.9 3.9 End of road; turn left.

101.4 0.5 4-corners; road ahead, crosses RR.; turn right.

104.3 2.9 **CORINTH**; 4-corners, store on far right. Straight through, jogging right and immediately left with road (105.5 m).

108.4 4.1 **CUTLERVILLE**; 4-corners. Straight through with poles, passing yellow brick school-house (on right—109.3 m), crossing RR. (113.3 m), picking up brick pavement and trolley (114.2 m), same thorofare becoming S. Division St.; cross RR. (114.8 m), passing park (on left—115.5 m),

116.7 8.3 **GRAND RAPIDS**, S. Division & Monroe Sts.

Hotel Livingston, Monroe & Division Sts.

Hotel Pantlind, Monroe & Canal Sts.

Bronson's Garage, 42 Kent St.

W. D. Vandecar Auto Co., 157 Ottawa St., Stock Michelin Tires.

For city map, see page 760. For diverging routes, see Index map, page 758.

Route 215

South Bend Section

Route 215—South Bend to Muskegon, Mich.—142.7 m.

Route map, page 758

Reverse route, No. 414

Through route via Niles, St. Joseph, Benton Harbor, South Haven and Grand Haven. With intermediate connecting routes (1) Holland to Grand Rapids and (2) Grand Haven to Grand Rapids.

This is a picturesque and interesting settled-weather trip, following the shore of Lake Michigan the greater part of the way; outside of a few relatively short stretches of macadam or gravel, however, the roads are fair-to-poor. On account of the great amount of sand along the lake, a little rain rather helps than harms a trip practically all the way from St. Joseph to Muskegon; but in wet weather the clay stretches between either Holland or Grand Haven and Grand Rapids are next to impassible. Trips to and from Grand Rapids from the lake ports (Holland, Grand Haven and Muskegon), should never be undertaken by strangers except in settled weather.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 413.)

0.0 0.0 **SOUTH BEND**, Court House, Main & Washington Sts.

Start east on Washington St. one block to Michigan St. (1-10 m—car-tracks 4 ways); turn left up Michigan St., straight ahead on brick pavement, crossing long iron bridge (St. Joseph River—9-10 m). Immediately beyond turn right and next left (1 m) into Leeper Ave.; running under RR. (1.1 m); continue straight ahead on main road, passing Notre Dame University buildings (over to right—2.1 m).

Cross RR. switch (2.3 m) and small iron bridge (3.2 m), direct to end of road (interstate line—5.9 m); turn left, across trolley and RR. (6 m), turning sharp right (6.1 m). Passing all roads on right and left, cross small iron bridge (9 m)—**caution** for two RR. tracks (9.6 m); bear slightly left at 3-corners (10.2 m), straight ahead on S. 3rd St. to Main St. (where meet trolley and brick pavement),

10.9 10.9 **NILES, MICH.**

Hatch's Garage, Second St.

John H. Forler, 202 N. Front St., Stock Michelin Tires.

Turn left on Main St. to 2nd right-hand road (11 m); here—leaving iron bridge straight ahead—turn right on 1st St., running under RR. and over dangerous RR. track (11.4 m), crossing iron bridge (12.1 m). Continue on winding but direct road upgrade (12.3 m), curving right (12.7 m) over trolley track (12.9 m—power station on right).

At fork immediately beyond take the left, following heavy telegraph poles past several roads on right and left. Cross small iron bridge (18.5 m), running along the river to fork (19.8 m), where keep to the left—downgrade—**caution** for sharp left turn over iron bridge (20.3 m); ascend grade beyond the bridge to and through

20.6 9.7 **BERRIEN SPRINGS**, center of town.

Cross trolley at right angles, turning next right (20.7 m), shortly curving left, over iron bridge (22.2 m); continue through prominent 4-corners at **Arden** (country store on right—24.6 m) and across short bad bridge (26

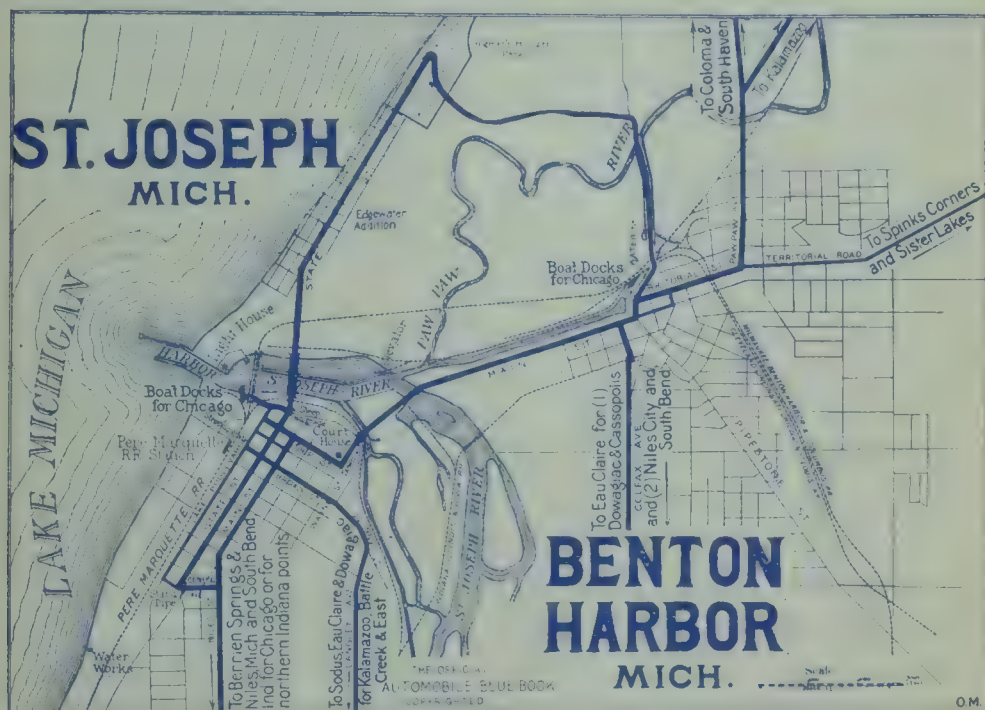


EDGEWATER CLUB, ST. JOSEPH, MICHIGAN

Touring parties are extended the privileges of the Club, with its ideal facilities for surf bathing, fishing, sailing, tennis and golf.

Delightful sleeping rooms—excellent cafe.

OUR OWN FIREPROOF GARAGE FOR 100 CARS.



m) onto stretch of good macadam—dangerous trolley crossing (28.7 m). Straight ahead through diagonal cross-road and over RR. track (29 m) through hamlet of **Scottdale**; cross small iron bridge (29.3 m), picking up (30.5 m) and following trolleys over RR. track (32.2 m) and wood bridge immediately beyond. When car-tracks come in from the left (34 m), follow them on Niles Ave. into Main St., St. Joseph; cross Broad St. (34.7 m) to intersection of Ship St. (2nd cross-street with car-tracks),

34.8 14.2 **ST. JOSEPH, Main & Ship Sts.**

Edgewater Club, North Lake Drive.

Whitcomb Hotel & Mineral Baths, Ship St. & Lake Blvd.

Bunkhard Brothers, 516 Ship St., Stock Michelin Tires.

For diverging routes, see Index map, page 758.

Turn right on Ship St. to end of same at Wayne St., turning left at Court House (35 m), downgrade; cross wood bridge (35.1 m) and new iron bridge (35.4 m), straight ahead on poor road. Striking brick pavement—Main St.—follow same to the central 4-corners,

36.3 1.5 **BENTON HARBOR.**

Turn left on Water St. and next right (36.4 m) on Ter-

ritorial St.—asphalt, no trolleys—which follow over 4 RR. tracks (36.6 m) to foot of hill at farther edge of town (36.7 m); leaving road uphill straight ahead, turn 90° left on Paw Paw Ave., crossing RR. track (37.1 m) and wood bridge immediately beyond. Cross side-track (37.3 m), curving sharp right (37.7 m) on winding, sandy road; cross RR. (39 m), straight ahead through diagonal cross-road (40.8 m) to **but not over RR. track at Riverside hamlet** (42.5 m).

Turn right in front of country store (P. O.), crossing RR. track (42.6 m) to prominent 4-corners a short distance beyond (42.8 m); here (log cabin on farther right-hand corner), turn right, crossing wood bridge (43.4 m) and ascending short, steep grade (43.5 m). Cross RR. (45.2 m) and pass concrete water tower (on left—46.5 m), running along small park, **Coloma***; here (unless going into the town—which is a short distance to the left), continue straight ahead to left-hand road immediately after passing Watervliet Grammar School (on left—49 m).

Turn left (49 m), crossing RR. at **Watervliet** station (49.1 m), descending grade past large brick factory (on left—49.3 m); cross iron bridge (49.5 m), at once ascending grade, coming alongside Paw Paw Lake (on left—50.1 m). Cross small iron bridge (50.6 m) and pass summer resort near head of lake (50.8 m); cross another small iron bridge (52.5 m) to end of road (53.1 m), where turn left on narrow sandy stretch.

Cross RR. track (53.5 m), turning right 1/2-mile beyond (54 m) on more sandy road through prominent 4-corners (55 m); continue through village of **Covert** (57.5 m), crossing RR. (57.8 m) to end of road (60 m). Turn left and next right (60.2 m), straight ahead across iron bridge (62.7 m) to diagonal cross-road on the lower edge of South Haven (64.6 m).

Bear left on Phillips St. to end of same at Broadway (64.8 m), turning right on Broadway to intersection of Phoenix St. (65.1 m—Carnegie Library on nearer right-hand corner). Here (unless going to center of city, which is reached by a left turn at the library), continue straight ahead on Broadway to end of same—just before RR.

65.3 29.0 **SOUTH HAVEN**, Broadway & Dyckman Ave.

Turn left on Dyckman Ave., crossing iron bridge (Black River—65.4 m); turn right (65.7 m) on Lake Ave., straight ahead through 4-corners (66.6 m), curving right (67.1 m) to end of road (67.6 m). Turn left, through on direct road; shortly come along Lake Michigan, curving right at summer hotel (71.7 m).

Pass right-hand road (72.7 m), direct through 4-corners

at hamlet of **Glen** (country hotel on right—7.4 m); cross small iron bridge (74.5 m), running through 4-corners (75.4 m) to prominent right-hand road (76.4 m). Turn right, past frame school (on right—76.9 m) to cross-road (77.4 m); here (taking care not to pass), turn left, crossing small wood bridge (78.1 m), direct through hamlet of **Ganges** (79.3 m).

Avoiding all side roads, continue to 4-corners where main-line telegraph wires turn right (83.8 m—sand hills straight ahead in the distance); turn right with wires $\frac{1}{2}$ -mile to left-hand street one block before reaching the waterfront, village of **Douglas** (84.3 m—country store on near left-hand corner). Turn left, crossing iron bridge (84.6 m) and longer iron bridge (84.8 m), bearing left just beyond (84.9 m) to end of road (85.5 m); meeting trolleys at this point, turn right with them through

85.6 20.3 **SAUGATUCK.**

The several turns on the way out of Saugatuck are somewhat difficult to follow; keep on the main road, avoiding numerous less-traveled forks and side roads.

Straight ahead 1-10 mile only to well-traveled right-hand road (85.7 m), where turn right and next left (85.8 m); cross trolley line and small wood bridge (86 m) to end of road by brick farmhouse (86.3 m). Turn right, over car-track again to next left-hand road (86.4 m—sign, "Slumber Bluff"); turn left—once more across trolley, curving sharp right (86.5 m) and sharp left (86.6 m) along cemetery to farther corner of same (86.8 m).

Turn right with telegraph poles $\frac{1}{2}$ -mile (87.3 m), then turn left with the wires to 4-corners (87.7 m); turn right, crossing stone culvert (87.8 m) and curving sharp left (88 m) to 4-corners (88.4 m); turn right, crossing trolley track (88.9 m), turning immediately left along same for 1-mile to end of road by very small trolley station (89.9 m). Turn right on more sandy road through cross-roads (90.4 m) to prominent 4-corners (91.4 m); turn left on the "Graffschap Road," crossing small wood bridge (92.5 m) and passing brick school (on right—92.6 m) into village of **Graffschap** (95.3 m).

Go through, crossing small wood bridge (96.5 m) and trolley (96.8 m) to end of road near the lake (97.1 m); turn right (now with heavy telegraph poles), curving right at icehouse (97.4 m), shortly picking up trolley (from right—97.7 m) and leaving same (to the left—97.8 m). Same thorofare becomes 16th St., Holland, which follow to Central Ave. (98.6 m—stores on left, pharmacy on right); turn left, past park (on left—98.9 m) to intersection of 8th St. (on which trolleys run), center of

99.1 13.5 **HOLLAND, 8th St. & Central Ave.**

Fred W. Jackson, 25 West 7th St., **Stock Michelin Tires.**
For diverging routes, see **Index map**, page 758.

The route given herewith from Holland to Grand Haven is a considerable distance back from the lake; the road along the lake, while several miles shorter, is next to impassable on account of heavy sand, and should not be attempted under ordinary circumstances, especially by locally unacquainted tourists.

Turn right on 8th St., following trolleys on brick pavement; when tracks turn left (99.5 m), run straight ahead across Pere Marquette RR. (grade—99.6 m) and another RR. track (99.8 m), taking care not to run through prominent 4-corners (100.6 m). Turn left (100.6 m) on good road, crossing trolley (101.1 m), iron bridge (101.2 m) and RR. (101.6 m); continue through several 4-corners, jogging slightly left through prominent 4-corners at frame school (Noordeloos—105.1 m), passing cross-roads (106.6 m & 107.1 m).

Cross small wood bridge (108.5 m) to prominent 4-corners at country store on right (109 m); turn right with the wires on sandy road, taking special care to continue exactly 2 miles on this road (avoiding left turn at cross-roads—110 m—leading into a bad, intricate section). After going 2 miles from the right turn at the country store, turn left (111 m), passing hip-roofed barn in field, on the right after the turn; cross small wood bridge (112 m), following poor sandy road for several miles.

At irregular 4-corners (112.9 m) jog right and immediately left past "New Era" frame school (on right); continue through several 4-corners to end of road near the Grand River (118.8 m); turn left on the River Road, through 4-corners (120.9 m) to well-traveled left-hand road in woods (121.9 m). Turn left across narrow bridge (122 m) and next right (122.1 m) with telegraph poles on better road; pass school (on right—123.1 m), curving left (123.2 m) over long iron bridge (123.8 m), coming again along the Grand River.

Curve right (124 m) through prominent cross-roads (124.2 m); curve sharp right (124.6 m) on narrow stretch, keeping to right on best road (124.8 m), still along the Grand River. Cross short stone bridge (125.3 m), bearing left, upgrade (125.5 m) on improved road; cross short wood bridge (127.7 m), curving right (127.8 m) and sharp left (128.1 m) to 4-corners at frame schoolhouse (128.4 m). Turn right and next left (128.5 m), into Washington Ave., Grand Haven; continue straight ahead on same street, to (but not across) diagonal RR. track at 7th St.,

129.4 30.3 **GRAND HAVEN**, Washington & 7th Sts.

For downtown Grand Haven (business center, hotel and boat docks), continue straight ahead on Washington St., past park (on right—129.6 m) and P. O. (on right—129.7 m); picking up trolleys, from the right at P. O., follow them to end of Washington St. (130 m—boat docks just ahead.)

For Muskegon and North, do not cross diagonal RR track (129.4 m), but turn right on 7th St.; picking up

trolley (from the left—129.5 m), follow same over RR. side-track (129.9 m) and wood bridge (130 m). Cross trolley (130.2 m) and combination wood and iron bridge (130.4 m); where car-tracks leave to right just beyond (130.5 m), continue between rows of willows to 3-corners (130.6 m).

Leaving Grand Rapids road to right at this point, curve sharp left, across iron bridge (130.7 m); just beyond (130.8 m), curve right over dangerous RR. crossing to prominent left-hand road at **Ferrysburg P. O.** (130.9 m). Here (shipbuilding works over to right), turn left, over RR. track (131.1 m) and next right; curve sharp left (131.2 m) and sharp right (131.4 m) into gravel road, soon becoming heavy sand.

Straight ahead through the sand, crossing several small bridges and passing numerous cross-roads; running onto macadam (136.8 m—spring 1909), follow same balance of way into Muskegon. **Caution** in descending winding grade (138 m—small bridge at foot), curving along lake (138.5 m); coming into line of RR., just beyond, follow same, slowing down far sharp left turn (139.7 m) to 4-corners (139.8 m—country stores at the turn).

Turn right, crossing 2 RRs. at **Muskegon Heights** station (139.9 m)—**caution** for 3 more RR. crossings (140.2 m, 141 m & 141.3 m); same thorofare becomes Peck St., Muskegon, which follow—brick pavement—to end of street at Terrace St. (142.2 m). Turn left on Terrace St., past Court House (on right—142.3 m) to intersection of Western Ave. (142.5 m); meeting trolleys at this point, turn left and follow the same through

142.7 13.3 **MUSKEGON**, Western Ave. at P. O.

Muskegon Automobile Co., 14 Clay Ave., **Stock Michelin Tires.**
For diverging routes, see **Index map**, page 758.

VOLUME 2

NEW ENGLAND SECTION

A particular effort has been made to eliminate all errors in this most popular volume, which already seemed to have been as complete as possible. However, the splendid work being done upon the various state highway systems has altered, somewhat, the layout of routes in the various states, particularly in New Hampshire, whose trunk-line system will accurately appear in this volume. Extraordinary pains have been taken to improve the Boston section and many new and desirable routes in that vicinity will appear for the first time this year.

Thomas Taggart, Pres.

Crawford Fairbanks, Vice-Pres.

W. A. Holt, Mgr.

The New Denison Hotel Co.

Indianapolis, Indiana



Ohio and Pennsylvania Streets. Opp. Post Office

Comfortable and Homelike. Cool and Attractive. Cuisine and Service Unsurpassed. Rates no higher than any other First Class Hotels. Elegant Sample and Assembly Room.

American Plan \$2.50 to \$5.00

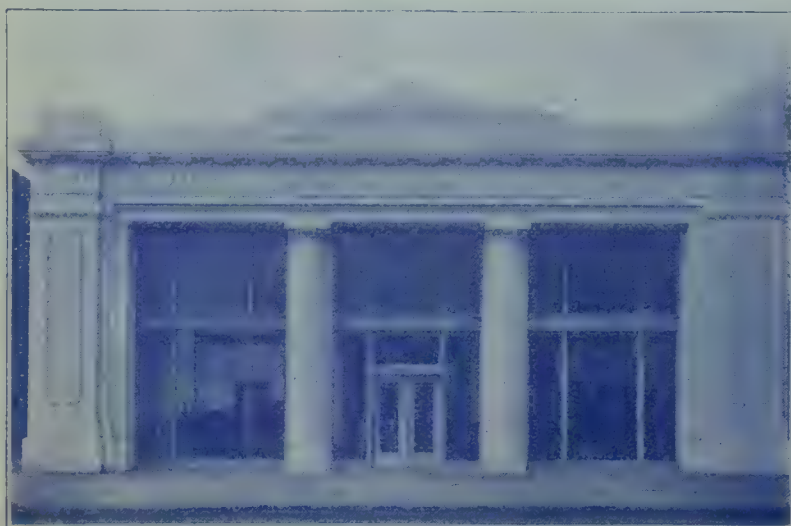
European Plan, \$1.00 to \$4.00

Meridian Auto Company

724-730 North Meridian Street

Indianapolis

Packard
MOTOR CARS



Fireproof

Complete
Facilities

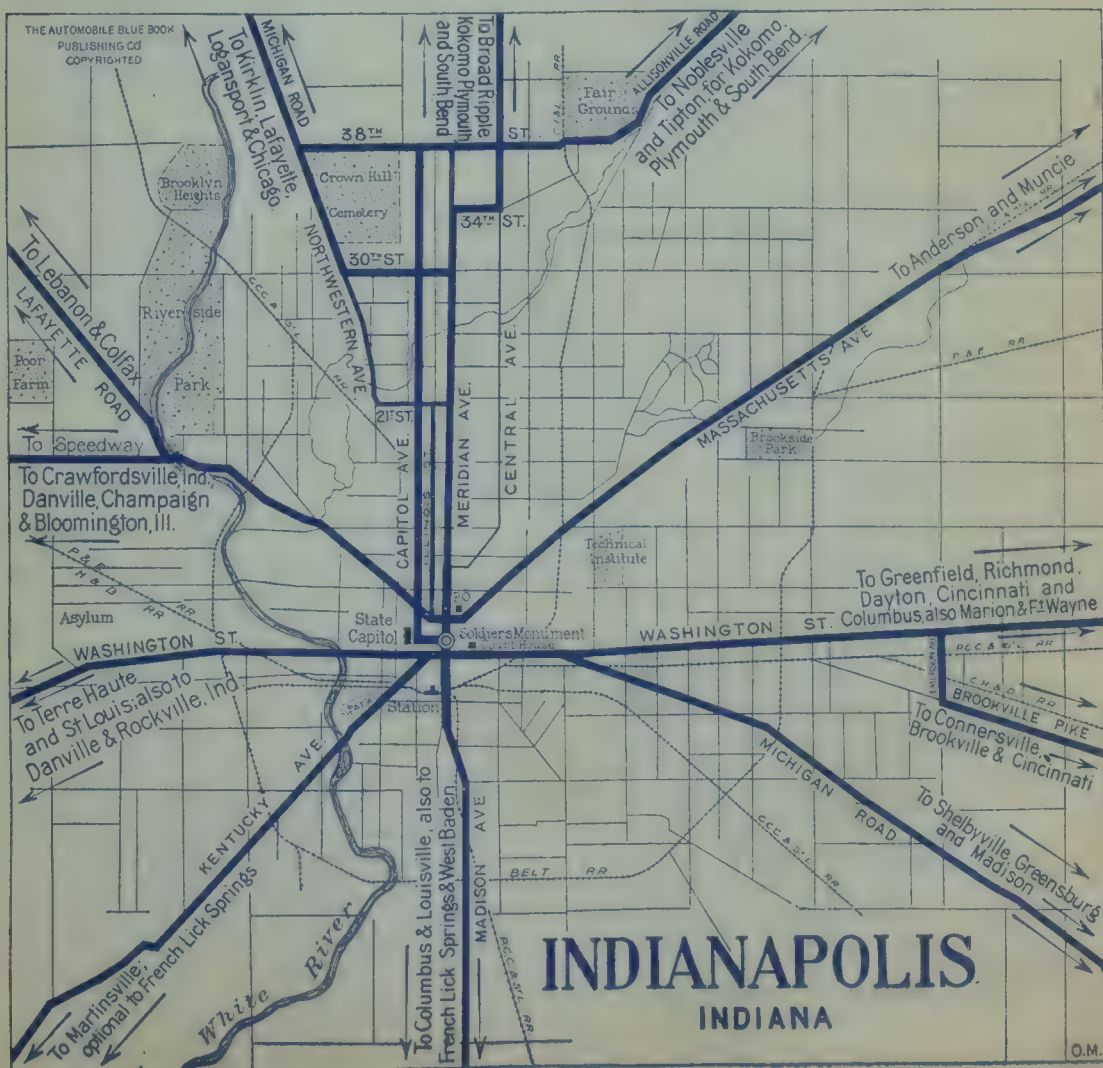
Heart of
City

Official
A A
Headquarters

Both
Phones
3956

ROUTES 221 TO 240.

Points of Interest—Indianapolis, founded in 1821, is the capital and largest city of Indiana. It is a great railroad center with extensive shipping in live stock and produce. From a manufacturing point of view the automobile industries would probably interest the tourists most, a few of the most important being the American Motor Car Co., Nordyke & Marmon Co., National Automobile Co., Overland Automobile Co. There are in addition large plants of the Diamond Chain Co. and Van Camp Packing Co. The Soldiers' and Sailors' Monument in the center of the city, by Bruno Schmitz of Berlin (1893), has statues of General G. R. Clark, Governor Whitecomb, President W. H. Harrison and Governor Morton at the four corners. The State Capitol Building is two blocks west of the monument on Capitol Ave. One block north of the monument is the United States Court House and Post Office. The John Herron Art Institute, corner of Pennsylvania Ave. & 16th St., contains a school of art and collection of modern paintings. Other important buildings are the Blind Asylum, the Propylæum, which is owned and controlled by a stock company of women for literary purposes, the Public Library and Masonic Temple. A few miles northeast of Indianapolis is Fort Harrison, a large army post, which may be reached either by road or trolley. Before leaving the city, all automobilists will find it well worth while to visit "The Speedway," probably the finest course of its kind in the world, built entirely of brick at an expenditure of nearly \$500,000, located just northwest of the city. For directions, see city map.



Route 221

Indianapolis Section

Route 221—Indianapolis to Lafayette, Ind.—67.6 m.

Route map, page 411

Reverse route, No. 275

Via **KIRKLIN** and **FRANKFORT**. Over the Michigan Road to Kirklin. Good gravel and macadam road all the way.

This is the first part of the shortest recommended route between Indianapolis and Chicago, connecting at Lafayette with the direct route to Chicago.

MILEAGES
Total Intermediate

For city map, see page 461.

- | | | |
|------|------|--|
| 0.0 | 0.0 | INDIANAPOLIS , Monument Circle. |
| | | From north side of Soldiers' Monument go north on Meridian St. past postoffice (on right—0.1 m); cross stone bridge over Fall Creek (2.7 m); |
| 3.2 | 3.2 | 30th St. , stone wall on left; turn left, crossing trolley on Illinois Ave. to |
| 4.9 | 1.7 | Northwestern Ave. ; turn right—meeting trolley, follow same past Crown Hill Cemetery (on right), same thoro-fare becoming Michigan Road, which follow straight ahead across iron bridge (5.5 m); straight through Augusta (9.7 m); cross 2 stone bridges just north of town (avoiding all intersecting roads); cross RR. at Rosston station (21.1 m), direct all the way to |
| 31.5 | 26.6 | KIRKLIN , 4-corners. |
| | | (Route No. 222, "Indianapolis to South Bend," goes straight ahead on Michigan Road.) |
| | | At center of town, turn square left to |
| 31.6 | 0.1 | End of street; jog right and immediately left, following main travel across iron bridge (32.2 m) to |
| 33.5 | 1.9 | Fork; bear right across iron bridge with telephone line; |
| 35.3 | 1.8 | End of road; turn right and left a short distance beyond, following main travel; |
| 36.0 | 0.7 | Turn square right to prominent cross-road at small vil-lage of |
| 37.0 | 1.0 | CYCLONE , store on farther left; RR. straight ahead; turn left, bearing away from RR. just beyond, curving left past brick school (on right—37.9 m); |
| 39.1 | 2.1 | End of road; turn right, curving left (39.4 m), and right (39.6 m). |
| 39.8 | 0.7 | Left-hand road—brick school on left; turn left, cross RR. (42.0 m); pass fairgrounds (on left—42.4 m), same thoro-fare becoming Alhambra Ave. , which follow straight ahead, curving right (43.0 m) onto S. Jackson St. to Court House, center of |
| 43.4 | 3.6 | FRANKFORT , Clinton & Jackson Sts. |
| | | Model Machine Works, 260 E. Clinton St. |
| | | M. R. Rothenberger, 309 N. Main St., Stock Michelin Tires . |
| | | On near side of Court House turn left on Clinton St.; |

21

WITH spark and throttle in a certain position your car should ALWAYS make the same speed on the level or on the certain hill. If not trouble of some kind is ahead. Check your car's efficiency with the Warner Auto-Meter, "The Aristocrat of Speed Indicators." Thus repairs are kept down and performance kept up.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Indianapolis Section

Route 222

- bear left, cross RR., pass station (on right—43.9 m); follow main travel straight out of town; continue on direct road through **Jefferson** (47.6 m);
- 47.9 4.5 3-corners; turn right with main travel, and next left across RR. (48.0 m).
- 48.8 0.9 Fork; curve right, following main travel on direct road with a few turns; cross RRs. (53.5 m & 53.9 m) to center
- 54.0 5.2 **MULBERRY**, bandstand straight ahead; turn left, passing bandstand (on right); follow direct road through covered wooden bridge (59.0 m), running up short grade (59.5 m)—meeting trolley at top of same; continue straight through **Dayton** (59.9 m).
- 62.2 8.2 End of road; bear right with trolleys on direct road, same thorofare becoming Main St., which follow to
- 66.9 4.7 **Columbia St.**, just before trolley bears left; turn left on asphalt pavement, running down long grade, cross RRs.
- 67.5 0.6 **4th St.**; turn right to center of
- 67.6 0.1 **LAFAYETTE**, Main & 4th Sts., Court House.

St. Nicholas Hotel, Main & Second Sts.

Lafayette Auto Co., 110 Fifth St.

Star Garage, 247 Main St. Levee.

Red Wharf Co., West End Main St. Bridge, Stock Michelin Tires.

For Chicago, see route No. 271.

For city map, see page 535. For diverging routes, see Index map, page 507.

For through connections, see Trunk-line Index map, front of book.

Route 222—Indianapolis to South Bend, Ind.—135.9 m.

Route map, page 411

Reverse route, No. 204

Via Kirklin, Logansport, Rochester and Plymouth. Offering the shortest route between these two important points. On straight road almost the entire distance. Mostly good gravel or stone, although some stretches were in need of repair.

This is almost a complete option to Route No. 223 via Kokomo and in general will be found more satisfactory for through travel.

MILEAGES (For this and optional exits, see city map, page 461.)
Total Intermediate

0.0 0.0 **INDIANAPOLIS**, Soldiers' Monument in "Circle."

From monument go straight north on Meridian St., passing Post Office (on right—0.1 m), crossing concrete bridge (2.3 m) to end of pavement (1910).

3.8 3.8 **Thirty-eighth St.**; turn left, running along high fence, enclosing cemetery.

4.9 1.1 End of road; country club entrance straight ahead; turn right on "Michigan Road."

From here to Logansport, over 66 miles, road is practically straight all the way.

After turn, keep straight ahead across long iron bridge (5.5 m), through **Augusta** (9.7 m), crossing 2 stone bridges just north of town, crossing RR. at **Rosston** (21.1 m) direct to

31.5 26.6 **KIRKLIN**.

Route No. 221 to Lafayette leaves to the left.

Keep straight ahead through town across RR. (31.8 m) and again at **Boyleston Station** (38.3 m), through **Michigantown** (40.9 m), crossing RR. (41.3 m), through **Middlefork** (46.9 m).

THE Best Stop Between South Bend and Indianapolis

BARNETT HOUSE

Market and 2nd Sts.

LOGANSPOORT, IND.

JUST REMODELED AND REFURNISHED THROUGHOUT

SUPPLIES

STORAGE

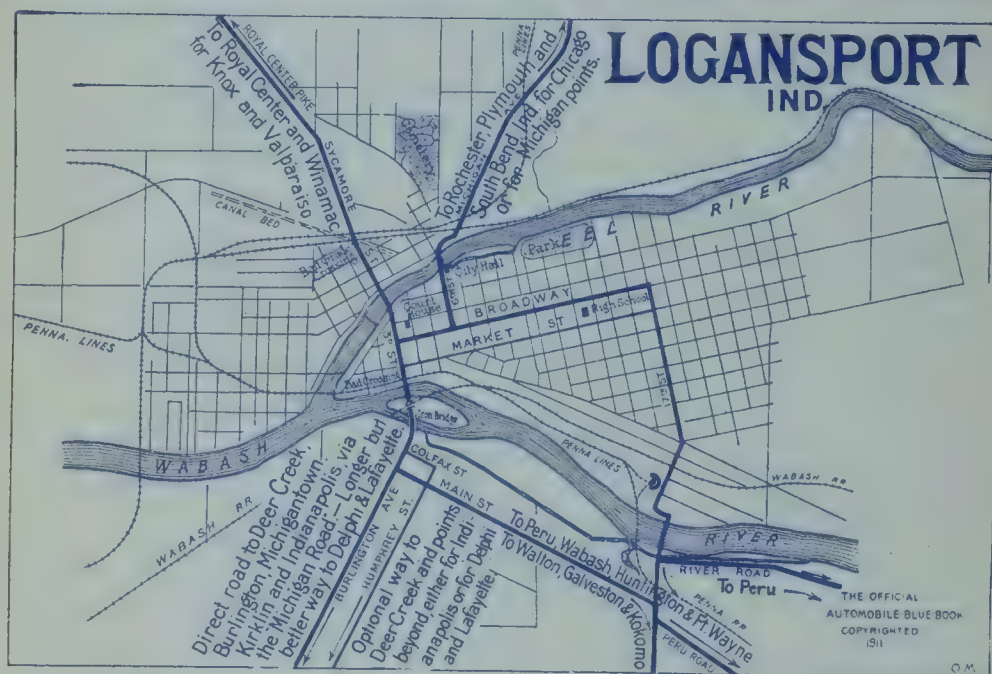
REPAIRS

THE BROADWAY GARAGE

Largest and Best in Logansport.

MOORE & CARTER, Props.

Corner 6th and Broadway, LOGANSPOORT, IND.



51.4 19.9 **BURLINGTON.** Post Office on right.

For diverging routes, see **Index map**, page 411.

Keep straight ahead through covered bridge (51.8 m), through **Darwin** (54.0 m), **Carroll** (57.2 m) and **Deer Creek** (60.4 m), keeping straight ahead on short stretch of macadam, meeting trolleys from the left (69.2 m); follow same over iron bridge, running under RR. (69.9 m), crossing long iron bridge. **Caution** for RR. (70.0 m), into 3rd St.

70.2 18.8 **LOGANSPOORT,** Broadway & 3rd Sts.

Broadway Garage, 603 Broadway, **Stock Michelin Tires.**

Arthur E. Dunn, 617 Broadway, **Stock Michelin Tires.**

For diverging routes, see **Index map**, page 411.

Keep ahead on Broadway for 3 blocks.

Emergency car always ready

Phones 444—446

F. H. KUHN'S GARAGE**119 S. Michigan St.****PLYMOUTH, IND.****Modern, Fully Equipped, Fireproof**Special attention to tourist trade.
Prest-O-Lite tanks exchanged.

Free Compressed Air

Courtesies and Information Free

Open Day and Night

- 70.4 0.2 **Sixth St.** Tribune office on left; turn left on brick pavement, picking up trolleys (70.5 m); follow same over long iron bridge (70.6 m).
- 70.7 0.3 Immediately after leaving bridge, turn right with one line of trolleys on Michigan Ave., crossing 2 RRs. (70.9 m), ascending long grade, going straight ahead on direct road again, which is straight into **South Bend**, avoiding all cross-roads. Through **Matea** (78.9 m), running onto short stretch of sand just beyond. Cross RR. (84.5 m), through **Fulton** (84.7 m), straight ahead, same thorofare becoming Main St., which follow to Court House, center of
- 92.8 22.1 **ROCHESTER**, Main & 8th Sts.
Straight through, crossing RR. (93.3 m), long iron bridge (95.6 m), cross RR. (104.3 m) and again at Argos Station (107.3 m), same thorofare becoming Michigan St., which follow under RR. (112.3 m) to center of
- 112.4 19.6 **PLYMOUTH**, Michigan & La l'orte Sts.
F. H. Kuhn, 119 S. Michigan St., **Stock Michelin Tires**.
For diverging routes, see **Index map**, page 411.
Straight through on Michigan St., past Brightside Training School (113.9 m), crossing RRs. (114.9 m) and again at **Lapaz Station** (120.6 m). **Caution** for dangerous RR. (124.9 m).
- 125.2 12.8 Fork at southern edge of **Lakeville**; bear left, straight through village. **Caution** for RR. crossing at station (125.6 m), meeting brick pavement (134.1 m); follow same with trolleys on Michigan St. Cross RRs. (135.3 m & 135.6 m).
- 135.8 10.6 **Washington St.**; turn left 1 block to Court House.
- 135.9 0.1 **SOUTH BEND**, Main & Washington Sts.
The Oliver, Main & Washington Sts.
20th Century Motor Car & Supply Co., 121 S. Lafayette St., **Stock Michelin Tires**.
Studebaker Garage, 226 S. Lafayette St.
Milton G. Smith Garage Co., 333 S. Main St., **Stock Michelin Tires**.
For city map, see page 413. For diverging routes, see **Index map**, page 411.
For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 223

Indianapolis Section

Route 223—Indianapolis to South Bend, Ind.—147.4 m.

Route map, page 411

Reverse route, No. 205

Via Kokomo, Peru and Rochester. Mostly good gravel with one or two short sandy stretches.

This route is almost a complete option to the preceding one via Logansport. Although road conditions are about the same it is a little longer and due to the great number of turns which are hard to identify in places much better time can be made on the previous route.

For shorter option to Kokomo, see Route No. 223-A.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 461.)

0.0	0.0	INDIANAPOLIS , Soldiers' Monument in "Circle."
		Go north on Meridian Ave., passing Post Office (on right—0.1 m), crossing concrete bridge (2.3 m), through residence section to end of pavement (1910).
3.8	3.8	Thirty-eighth St. ; turn right straight across trolley on College Ave. (4.3 m). Caution for dangerous RR. (4.7 m), passing Fair Grounds (on left), curving left just beyond, passing stone bridge (on right). Caution for RR. (5.7 m), going straight ahead through all diagonal cross-roads, cross RR. (8.5 m), large stone culvert (10.2 m), through Allisonville (10.5 m). Pass brick church (on left—14.2 m), running down rather short, steep grade (16.4 m), crossing iron bridge at bottom, following direct road over rolling country across RR. (20.1 m), running under trolley (20.5 m), running along close to RR. to center of
21.8	18.0	NOBLESVILLE . Court House on right. C. O. Hare, East Logan St., Stock Michelin Tires. Immediately after passing Court House, turn left across RR. through covered bridge.
22.0	0.2	Just after leaving bridge, turn right, using caution for sharp curves under RR. viaduct, running under trolley (22.9 m), following tracks straight through Cicero (27.8 m), keeping straight ahead where trolley leaves to the left (28.2 m), through covered bridge (28.6 m).
30.8	8.8	3-corners; bear left across trolley and RR. (31.2 m), straight through Arcadia to farther edge of town.
31.5	0.7	4-corners; low brick building on left; turn right.
32.7	1.2	End of road; turn left, curving sharp right with road (33.0 m).
34.2	1.5	End of road; jog right and take next left, leaving telegraph poles, curving right with street 1 block (34.6 m).
34.7	0.5	At livery stable, turn left to main street of
34.8	0.1	ATLANTA ; end of street. Turn right across RR., taking next left at trolley station, going straight out of town with trolley, crossing same (35.2 m).
36.5	1.7	End of road; turn left, taking next right with poles. Caution for sharp left and right across RR. and trolley (38.0 m).
38.4	1.9	4-corners; brick school on farther left; turn left $\frac{1}{2}$ mile.
38.9	0.5	Turn right, curving left over iron bridge to Court House, center of

- 40.3 1.4 **TIPTON**, Main & Jefferson Sts.
Straight through on Main St. past brick school (40.6 m), keeping straight ahead, where trolleys leave to the left, cross 3 RRs. (41.0 m).
- 41.8 1.5 End of road; turn left across RR. and trolley to first
- 42.3 0.5 Right-hand road; turn right, recrossing trolley and RR (42.7 m), straight through all cross-roads, **taking care not to pass**
- 47.2 4.9 4-corners; telephone poles on all roads; turn left.
- 48.2 1.0 End of road; turn right short distance, taking first left with poles, crossing RR. at **Sharpville Station** (49.2 m) and trolley just beyond, to first
- 49.4 1.2 Cross-street; brick church on right; turn right, recrossing trolley and RR. (49.7 m).
- 51.1 1.7 End of road; turn left to first
- 51.4 0.3 Right-hand road; turn right with main travel, leaving poles, straight through cross-road (53.5 m).
- 54.0 2.6 End of road; turn left, passing cemetery (on right).
- 54.2 0.2 Right-hand road; turn right, curving left with road.
- 56.7 2.5 End of road; turn right, crossing RR. (57.0 m), **taking care not to pass**
- 57.4 0.7 4-corners southern edge of town; low brick house on right; turn left 2 blocks, cross trolley.
- 57.5 0.1 Immediately before RR., turn right on main street with trolley to Court House, center of
- 58.3 0.8 **KOKOMO**, Main & Sycamore Sts.
Hotel Frances, Mulberry St.
Excelsior Garage, 108 Mulberry St.
Kokomo A. & M. Co., 220 W. Mulberry St., **Stock Michelin Tires.**
J. E. Palethorpe, 120 E. Sycamore St., **Stock Michelin Tires.**
For diverging routes, see **Index map**, page 411.
Straight through on Main St.
- 58.5 0.2 **Jefferson St.**; turn left, crossing RR. (58.6 m).
- 58.7 0.2 **Webster St.** Brick house on farther right; turn right, crossing RR. (59.0 m), keeping straight ahead out of town, crossing another RR. (59.6 m).
- 60.8 2.1 End of road; turn left with main travel and take next right.
- 62.4 1.6 End of road; jog left and take next right again; keep straight ahead through all cross-roads, **taking care not to pass**
- 65.6 3.2 4-corners; log house on right; turn right 1 mile.
- 66.6 1.0 4-corners; school on farther left; turn left.
- 68.5 1.9 4-corners; turn right with telegraph poles.
- 69.5 1.0 Left-hand road immediately beyond small culvert (road straight ahead leads into Miami); **turn left**, following main travel direct to
- 71.9 2.4 End of road; turn right with main telephone poles for almost $\frac{1}{2}$ mile.
- 72.3 0.4 Left-hand road; RR. straight ahead; turn left.
- 72.9 0.6 End of road; jog left and immediately right, straight through village of **Bunker Hill** (73.0 m), passing RR.

THE BEARSS HOTEL

PERU, INDIANA, - WM. HART, Proprietor

Modern and up to date.

American Plan

Rates \$2.00 and \$2.50 per day.

THE CARSON GARAGE AND AUTO CO.

Corner Third and Miami Streets (One Block West of Bearss Hotel)

PERU, INDIANA

1200 Feet Floor Space. Absolutely Fire Proof. Open Day and Night

STORAGE, SUPPLIES AND MACHINE SHOP. ∴ Both Phones, 725

- 73.4 0.5 4-corners at farther edge of town; leave telephone poles by turning left with main travel, running downgrade. **Caution** for sharp curve (74.0 m), through covered bridge (74.1 m).
- 78.2 4.8 4-corners; brick school on right; turn right, running downgrade across iron bridge.
- 78.9 0.7 End of road; bear left along RR., crossing iron bridge.
- 79.5 0.6 **Main St.**; saloon on left; turn right, meeting trolleys, direct to center of
- 81.1 1.6 **PERU**, Main & Broadway.
 Bearss Hotel, Main & Third Sts.
 Carson Garage & Auto Co.
 Peru Cycle Exchange, Stock Michelin Tires.
 For diverging routes, see **Index map**, page 411.
 Turn square left on Broadway, passing Court House (on right), cross 3 RRs. (81.4 m), passing hospital just beyond, running down winding grade. Avoid right-hand road (84.1 m).
- 86.5 5.4 4-corners; turn left across iron bridge to center of
- 86.6 0.1 **MEXICO**. Low brick building and scales on right. Turn right, go straight ahead on direct road across RR. (87.4 m), running upgrade to
- 88.7 2.1 Fork; school on right; bear left with main travel, through **Perrysburg** (92.1 m), passing rather rough, sandy grade (95.5 m), through **Greenoak** (99.0 m), running downgrade along RR. (103.1 m).
- 103.5 14.8 End of road; bear right on College Ave. and immediately left onto 14th St., which follow to end at
- 103.9 0.4 **Main St.**; turn right on brick pavement to Court House.
- 104.3 0.4 **ROCHESTER**, Main & 8th Sts.
 Straight through, crossing RR. (104.8 m), long iron bridge (107.1 m), cross RR. (115.8 m) and again at **Argos Station** (118.8 m), same thorofare becoming Michigan St., which follow under RR. (123.8 m) to center of
- 123.9 19.6 **PLYMOUTH**, Michigan & La Porte Sts.
 F. H. Kuhn, 119 S. Michigan St., Stock Michelin Tires.
 For diverging routes, see **Index map**, page 411.
 Straight through on Michigan St., past Brightside Training School (125.4 m), crossing RRs. (126.4 m) and

Indianapolis Section

Route 223 A

again at **Lapaz Station** (132.1 m). **Caution** for dangerous RR. (136.4 m).

136.7 12.8 Fork at southern edge of **Lakeville**; bear left, straight through village. **Caution** for RR. crossing at station (137.1 m), meeting brick pavement (145.6 m); follow same with trolleys on Michigan St. Cross RRs. (146.8 m & 147.1 m).

147.3 10.6 **Washington St.**; turn left 1 block to Court House.

147.4 0.1 **SOUTH BEND**, Main & Washington Sts.

The Oliver, Main & Washington Sts.

Studebaker Garage, 226 S. Lafayette St.

20th Century Motor Car & Supply Co., 121 S. Lafayette St., Stock Michelin Tires.

Milton G. Smith Garage Co., 333 S. Main St., Stock Michelin Tires.

For city map, see page 413. For diverging routes, see Index map, page 411.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 223A—Indianapolis to Kokomo—51.3 m.

Route map, page 411

Reverse route, No. 205-A

Via **CARMEL** and **WESTFIELD**. Good gravel road all the way. This is the route known as the "Short Line Route" to Kokomo, as it is almost straight north and passes through no towns of importance.

MILEAGES (For this and optional exits, see Indianapolis city map, page 461.)
Total Intermediate

0.0 0.0 **INDIANAPOLIS**, Monument Circle. Go straight north on Meridian St., passing postoffice (on right—0.1 m); cross concrete bridge (2.3 m) to

3.4 3.4 **34th St.**—with trolley line. Turn right to

3.8 0.4 **Central Ave.** Turn left, leaving trolley, straight out of the city—pavement ends (4.2 m), running onto good macadam; follow same to

7.2 3.4 Diagonal 4-corners, iron bridge over canal straight ahead; turn right with poles along canal to

7.7 0.5 **BROAD RIPPLE**. Turn left, across canal, to

7.8 0.1 End of street; turn right across RR., and left just beyond; follow direct road, bearing right over iron bridge, and left just beyond, along RR. for a short distance, bearing right away from same (9.2 m). Follow road straight north for over 30 miles.

15.3 7.5 **CARMEL**. Straight through, with telephone line, to

19.7 4.4 **WESTFIELD**. Continue straight ahead, pass school (on left—21.8 m). **Caution** for bad bumps in road (25.8 m). Pass church and cemetery (on left—31.3 m); cross RR. (36.2 m) to

40.0 20.3 End of road; turn left to next

41.0 1.0 4-corners; turn right (small farmhouse on left-hand corner, grove of trees on right); turn right on straight road.

49.9 8.9 End of road; turn right across iron bridge, curving right around large manufacturing plant to

50.9 1.0 End of road; turn left, crossing iron bridge.

51.2 0.3 **Sycamore St.** Turn right to center of

51.3 0.1 **KOKOMO**, Main & Sycamore Sts. (Court House on left)

Hotel Frances, Mulberry St.

Excelsior Garage, 108 Mulberry St.

Kokomo A. & M. Co., 220 W. Mulberry St., Stock Michelin Tires.

J. E. Palethorpe, 120 E. Sycamore St., Stock Michelin Tires.

For diverging routes, see Index map, page 411.

"THE BEST" GARAGE

ELLIS S. REES, Prop.

WINAMAC, INDIANA

Fire Proof Building

Main St.—1 blk. North

Gasoline from

5,000 Sq. Ft. Floor Space

of Court House

Bowser Tank

Open All Night

Machine Shop

All Accessories

in Connection

PHONES:—Garage 10. Residence 338 or 74

Route 224—Logansport to Valparaiso, Ind.—79.0 m.

Route map, page 411

Reverse route, No. 9

Via Winamac, Bass Lake and Knox, crossing the Kankakee River just before reaching small town of Hanna.

Although the latter part of this route after crossing Kankakee River is rather sandy and rough in spots, the first two-thirds of the distance is so good that we believe it offers an attractive option to the beaten paths between central Indiana points and Chicago. The sand is not bad enough to cause any real trouble although fast time cannot be made over it.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 464.)

0.0	0.0	LOGANSPORT , Broadway & 3rd Sts.
		Go north on 3rd St. with trolley, passing park (on right), crossing long iron bridge over Wabash River and RR. at Penn Station . Caution for long winding upgrade.
1.0	1.0	Fork at top of hill; bear left, follow good stone road straight through 5-corners (1.7 m). Take care not to pass
2.7	1.7	Right-hand road; woods on farther right; turn right, passing school (on right) a short distance beyond turn.
5.1	2.4	Irregular 4-corners; school on right; bear left.
5.5	0.4	Fork; bear right; follow main telephone line through all intersecting roads.
6.9	1.4	Jog slightly right and left, continuing with poles straight
10.7	3.8	ROYAL CENTER . Continue straight through town to
11.3	0.6	Fork at RR. crossing on left; bear left across RR.
13.8	2.5	End of road; turn left away from RR., curving right with road just beyond. Jog right and left across RR. (14.6 m).
15.3	1.5	End of road; turn left to first
15.4	0.1	Right-hand road; turn right with main travel in small town of
15.5	0.1	OAK . Church and school on farther corners. Turn left and next right, avoiding RR. crossing, following main travel on slightly winding road. Cross RR. (16.7 m).
17.0	1.5	4-corners; turn right with main travel, recrossing RR. (17.6 m).
18.9	1.9	Left-hand road; turn left with main travel, curving right with road (19.4 m) to center of
19.7	0.8	STAR CITY . Station ahead on left. Turn left across RR., going straight out of town, jogging right and left (19.9 m), turning left around cemetery (20.6 m).

- 20.9 1.2 Right-hand road; cemetery on left; turn left.
- 22.4 1.5 4-corners; turn right, go almost straight north on good road, jogging right and left (24.3 m). Cross iron bridge over Tippicanoe River (24.9 m).
- 27.7 5.3 4-corners; turn right with main travel across RR. 3 blocks.
- 27.9 0.2 **Main St.** Turn left to center of
- 28.1 0.2 **WINAMAC**, Court House on left.
Continue straight ahead.
- 28.7 0.6 4-corners at edge of town; turn right with main travel and next left, passing school (on left—29.4 m).
- 31.0 2.3 Jog right and left through irregular 4-corners, continuing straight north across RR. at **Beardstown** station (33.7 m).
- 36.3 5.3 Jog right and left through irregular 4-corners, crossing 2 RRs. at **Bass Lake Jct.** (37.1 m).
- 38.7 2.4 End of road; **Bass Lake** straight ahead; turn left.
For **Winona** and summer homes, take right-hand road, keeping to the left along shore of lake.
For **Knox**, turn left across RR., curving to the right.
- 39.6 0.9 At school-house straight ahead turn with main travel.
Take care not to pass
- 40.0 0.4 4-corners; turn right, following gravel road. **Caution** for sharp right and left turn (40.3 m). Cross RR. (45.6 m).
- 45.7 5.7 **KNOX**. Business center to the left.
Continue straight ahead, crossing RR. (45.9 m).
- 51.8 6.1 4-corners at RR. crossing; turn left, meeting Route No. 282 from **Ft. Wayne** shortly, curving left away from RR. tracks and running off of gravel (55.2 m). Continue straight ahead on sandy road, crossing Kankakee River (56.1 m). **Caution** for a few rough spots.
- 59.7 7.9 End of road; turn right, curving left with road (61.0 m).
- 61.3 1.6 Right-hand road; turn right across RR. at station.
- 61.4 0.1 **HANNA**. Grieger's store over to left; turn left along tracks, crossing another RR. (61.5 m).
- 63.1 1.7 End of road; turn right away from RR.
- 64.3 1.2 End of road; turn left, passing small town of **Wanatah** over to the left. Cross RR. (68.6 m). **Take care not to pass**
- 69.1 4.8 4-corners; turn right with one line of telephone poles.
- 70.1 1.0 End of road; turn left.
- 70.6 0.5 Right-hand road; school on left; turn right for 1 mile.
- 71.5 0.9 4-corners; turn left over rather rough road
- 75.6 4.1 End of road; turn right half a mile.
- 76.1 0.5 End of road; school over to the left; turn left, meeting the **South Bend-Chicago** road. Follow macadam.
- 78.6 2.5 End of road; jog right and immediately left onto brick pavement, going straight ahead to Main St., center of
- 79.1 0.5 **VALPARAISO**, Court House on left.

Hotel Spindler. Zimmerman's Garage, 247 Main St., Stock Michelin Tires.

For Chicago, see Route No. 201.

For city map, see page 415. For diverging routes, see Index map, page 411.

Route 225—Kokomo to Wolcott, Ind.—62.8 m.

Route map, page 411

Reverse route, No. 12

Via Delphi and Monticello; good gravel or stone road practically all the way.

MILEAGES
Total Intermediate

0.0	0.0	KOKOMO , Main & Walnut Sts., Court House on left. Go north 1 block on Main St., where turn left with trolley on Mulberry St.; follow same across RR.—trolley leaves to the right (0.7 m),
0.8	0.8	End of street; turn right, crossing RR. just beyond; follow direct road, bearing left with same (2.1 m).
3.2	2.4	Fork; bear left on good gravel road direct to
6.2	3.0	End of road; turn right and left with road just beyond, following direct road; turn right and left (6.8 m), straight ahead.
13.5	7.3	4-corners—14-mile signpost on right; turn right to next
14.5	1.0	4-corners—church on right, brick school on farther left; turn left on straight road, crossing RR. at center of
23.6	9.1	FLORA . Continue straight through, cross RR. (29.2 m); pass brick school (on left) just beyond.
29.7	6.1	Prominent cross-road after passing school; turn right with main travel, follow direct road straight ahead, bearing left downgrade (32.5 m) to
32.6	2.9	End of road; turn right, cross iron bridge, running up slight grade to center of
32.9	0.3	DELPHI , Court House on left. (At this point intersect Route 272-294.) Continue straight through town, passing Court House (on left), running down slight grade, cross RR. (33.1 m), bear left with road, cross stone bridge (33.4 m), running under RR. (34.3 m), bear right, cross long iron bridge over Wabash River, into
34.5	1.6	PITTSBURG . Straight through up long heavy grade.
34.8	0.3	4-corners in middle of grade, brick school on farther left; turn right, follow direct road winding in spots;
36.9	2.1	Right-hand road just after passing 3 or 4 low red buildings (off to the left); turn right, follow direct road, jogging left and immediately right (40.0 m & 42.6 m). Straight through 4-corners at RR. crossing (43.9 m) to
45.3	8.4	End of road; turn left, follow direct road, running downgrade cross long iron bridge over Tippecanoe River (46.1 m), winding right upgrade; turning left (46.3 m). Straight ahead to

SPECIAL NOTICE: The entire contents of this volume is protected by U. S. copyright, vested in the **Automobile Blue Book Publishing Company**. All reproductions of maps or text are absolutely prohibited, and infringers will be vigorously prosecuted under the law of July, 1909, which makes such act a felony punishable by fine or imprisonment, or both.

Indianapolis Section

Route 226

- 46.5 1.2 End of road (RR. on left); turn right to center of
- 47.2 0.7 **MONTICELLO**, Court House on farther left.
 Wolever Garage, S. Main St.
 Dye & Gardner, Main St., **Stock Michelin Tires**.
 Turn left on near side of Court House; straight ahead
 out of town.
- 50.0 2.8 Jog left and immediately right;
- 51.7 1.7 End of road; turn right to next
- 51.9 0.2 Left-hand road; turn left—**caution** for sharp right and
 left turn (52.7 m); road is direct to center of
- 53.3 1.4 **REYNOLDS**. Straight through, cross RR., jogging left
 and immediately right (53.8 m & 54.5 m), jogging right
 and immediately left (55.8 m), follow gravel road to
- 59.5 6.2 End of road; turn right, cross iron bridge, and imme-
 diately left—(road to the right leads into **Seafield**); pass
 brickyards (on left—59.6 m), follow straight road to
- 62.3 2.8 Prominent cross-road at edge of town; turn right, to RR.
 crossing center of
- 62.8 0.5 **WOLCOTT**.

For connection through to Chicago, see route 271—Lafayette-Chicago—picking
 up route at Walcott on page 536.

Route 226—Indianapolis to Fort Wayne, Ind.—136.5 m.

Route map, page 411

Reverse route, No. 291

*Via Greenfield, Anderson, Marion and Huntington. Over level country
 most of the way, rolling in one or two sections; on fine gravel pike or
 macadam.*

MILEAGES
 Total Intermediate

(For this and optional exits, see city map, page 461.)

- 0.0 0.0 **INDIANAPOLIS**, Monument Circle.
 Go south one block on Meridian St.
- 0.1 0.1 **Washington St.**; turn left, following trolleys past Court
 House (on left—0.3 m); cross RR. (0.7 m), running under
 RR. (2.8 m), keeping almost straight east with trolley on
 direct road through **Cumberland** (11.1 m); continuing on
 same thorofare to center of
- 20.7 20.6 **GREENFIELD**, Main & State Sts.
 Curtis Garage, 110 State St.
 Turn left on near side of Court House on State St.,
 keeping same due north across RR. at **Maxwell** station
 (25.7 m); through **Eden** (29.1 m), following main
 traveled road across RR. (35.8 m), to center of
- 35.9 15.2 **PENDLETON**. Continue straight through with trolley.
- 36.1 0.2 Fork immediately after crossing iron bridge; bear right,
 cross RR. (37.3 m)—trolley leaves to the left; continue
 straight on across RR. (42.1 m) to

The four volumes of the **Official Automobile Blue Book** cover
 practically all the available touring routes east of the Rockies, with
 one complete route to the Pacific Coast. Users of **Volume 4** should
 always bear in mind that extension routes in almost any desired
 direction are supplied in some one of the four Blue Book Volumes.

THE DOXEY HOTEL

A. FREEMAN, Proprietor

Corner Main and 9th Sts. East side of Court House

Anderson, Indiana

Motorists will find every convenience at The Doxey. Rooms with or without bath

American Plan, \$2.00 to \$3.00 per day

CLOSE TO GARAGE

THE AUTO INN Anderson's Leading

Corner Jackson and Ninth Streets Garage, All on ground floor

S. W. LAMBERT

Machine shop in connection. Accommodations for 100 cars. Open day and night.

Old phone 774.

New phone 635

- 42.6 6.5 End of road; turn right, curving left just beyond, and across RR. onto Pendleton Ave.; follow same across second RR. (43.5 m), bearing slightly right through 4-corners onto 19th St., which follow to
- 43.8 1.2 End of street; turn left and follow trolleys across RR. to Court House, center of
- 44.3 0.5 **ANDERSON**, Meridian & 9th Sts.
 Doxey Hotel, east side of Court House.
 Auto Inn Company, 9th & Jackson Sts., Stock Michelin Tires.
 Mosher Auto Company, Stock Michelin Tires.
 See route 226-A for connections to Tipton.
 Turn right on 9th St. 1 block, and left around Court House onto Main St. Follow same across RR.—(trolley leaves to the left) curve right across long iron bridge (44.9 m).
- 45.0 0.7 End of road—cemetery on left; turn left;
- 46.8 1.8 Fork; turn left with telephone poles across iron bridge, follow poles on direct road, across RR. (54.4 m); continue straight ahead through eastern edge of **Alexandria**, crossing RR. (56.5 m) and trolley (57.5 m). **Caution** not to pass
- 59.0 12.2 Prominent 4-corners—farmhouse on farther left—telephone poles divide; turn right with 2-arm poles,
- 60.0 1.0 End of road—trolley station straight ahead; turn left—trolleys leave to the right a short distance beyond turn; pass church and cemetery (on left—60.2 m).
- 60.9 0.9 Fork; bear right—meeting trolley, follow same curving left onto brick pavement to center of
- 61.8 0.9 **SUMMITVILLE**. Go 1 block beyond center of town to end of street, where turn square right, cross RR. and immediately left around grain elevator; follow direct

MOTORISTS**120 Rooms**Hot and Cold Running Water and
Local and Long Distance Tele-
phone in Every Room.

EUROPEAN

**SPENCER HOUSE**
MARION, IND.**HEADQUARTERS****Excellent Cafe****MUSIC**Our Cuisine can only be Judged by
Giving It a Trial.

- road bearing left across RR. (62.3 m); paralleling tracks, bear right and left across same (63.6 m).
- 63.8 2.0 End of road—brick school on right; turn left across RR.
- 64.1 0.3 Right-hand road—trolley comes in from the left; turn right with 2-arm telephone poles, following trolley, to
- 65.0 0.9 End of road—turn left—leaving trolley to next right.
- 65.1 0.1 Turn right, following direct road, cross RR. (67.0 m) running onto brick pavement, follow same, curving left onto Main St. (67.5 m), center of
- 67.7 2.6 **FAIRMONT.** Continue straight through with trolley.
- 68.2 0.5 Prominent 4-corners—trolley leaves to the right; turn square left, passing large Academy Building (on right—68.5 m); continue straight ahead to first
- 69.4 1.2 Prominent cross-road, farmhouse on farther right; turn right, leaving telephone line;
- 73.4 4.0 4-corners—single mail box on farther right; turn left, cross concrete culvert (73.6 m).
- 74.5 1.1 Prominent cross-road; turn right—meeting trolley (77.4 m), follow same on S. Washington St., passing Normal School building (on right); cross RR. (78.3 m); straight through **South Marion** (78.5 m); cross RR. (78.6 m), and under RR. (78.9 m); crossing RR. (79.8 m) to center of
- 80.3 5.8 **MARION.** Court House on right.
Spencer House, 4th & Adams Sts.
Wiggen B. & H. Co., "On the Square," Stock Michelin Tires.
For diverging routes, see **Index map**, page 411.
- Continue straight through with trolley, crossing long iron bridge (80.5 m)—trolley leaves to the right (81.5 m);
- 81.7 1.4 End of road—Marion Paper Co. on right; turn left, curving right with road just beyond; follow telephone poles, cross RR. and trolley (82.1 m) (telephone poles leave to the left 87.6 m); follow winding but direct road through **Mt. Etna** (94.3 m), running down grade just beyond small town; cross long iron bridge (94.6 m) up corresponding grade; running down long grade (103.0 m)—(fine view of the city); curve right at bottom of grade to
- 103.2 21.5 End of road; turn left through covered wooden bridge, same thoroughfare becoming Etna Ave., which follow to
- 104.7 1.5 Fork—church in center; bear right on brick pavement.
- 104.8 0.1 End of street; turn left on Jefferson St., crossing iron bridge and RR. to center of
- 105.0 0.2 **HUNTINGTON**—Court House on right.
J. T. Webb, Lime City Gar., 40 E. Wash. St., Stock Michelin Tires.
Continue straight through on Jefferson St. to

Route 226 A**Indianapolis Section**

- 105.3 0.3 **Tipton St.**—school and library on right; turn right around school going straight out of town, crossing RR. (106.0 m)
—avoid road to the left just beyond;
- 106.2 0.9 Fork—(road to the right leads down grade); bear left;
- 108.0 1.8 End of road; turn right, and next left just beyond; following main travel on direct road.
- 114.1 6.1 Jog right and left through irregular 4-corners; continue straight north past brick school and church on opposite sides of the road (115.1 m).
- 119.1 5.0 Prominent cross-road—brick school on left—church on farther left; turn right. Road is almost straight east for 15 miles, jogging right and immediately left (120.1 m); pass roadhouse (on right—133.9 m). **Caution** for sharp left and right curve under RR. (134.3 m), bearing left around cemetery—meeting trolley (134.8 m).
- 134.9 15.8 End of road; turn right with trolley, under RR., following trolley across iron bridge (135.7 m); same thoroughfare becoming W. Main St., which follow to Court House, center of
- 136.5 1.6 **FORT WAYNE.** Main & Calhoun Sts.

Wayne Hotel, W. Columbia St.

Bachelor Garage, E. Columbia St.

Ft. Wayne Machine Co., 1035 Calhoun St., Stock Michelin Tires.

Randall Motor Car Co., 116 W. Wayne St., Stock Michelin Tires.

For city map, see page 558. For diverging routes, see **Index map**, page 507.For through connections, see **Trunk-line Index map**, front of book.**Route 226A—Anderson to Tipton, Ind.—31.2 m.**

Route map, page 411

Reverse route, No. 205-B

MILEAGES

Total Intermediate

- 0.0 0.0 **ANDERSON**, Meridian & 9th Sts.
From Court House (on left) go south on Meridian St., crossing RR. (0.6 m). **Take care not to pass**
- 1.8 1.8 Right-hand road; end of brick pavement; turn right, curving left along river. Turn right across long iron bridge (2.3 m).
- 2.4 0.6 Leaving bridge, turn left, follow winding but direct road running downgrade (3.3 m), going straight ahead to
- 5.0 2.6 4-corners; turn left.
- 5.5 0.5 End of road; turn right $\frac{1}{2}$ mile.
- 6.0 0.5 4-corners; turn left with main travel for 1 mile.
- 7.0 1.0 4-corners; school on right; turn right for 4 miles.
- 11.0 4.0 4-corners; brick school and RR. on right; turn left.
- 11.8 0.8 Turn right with telephone poles, jogging right and immediately left at church (12.5 m).
- 12.8 1.0 **FRANKLIN**, RR. crossing; elevator on right; turn left away from tracks 1 block, turning left and right at end of street to
- 13.3 0.5 End of road; jog left and next right, following telephone poles straight through all cross-roads.
- 16.3 3.0 Right-hand road at irregular 4-corners; log barn on left; turn right with poles, meeting trolleys from the right (19.3 m), follow same across RR to center of

Indianapolis Section

Route 227

- 20.2 3.9 **ELWOOD.** Turn left at center of town.
- 21.3 1.1 End of road; turn right and take next left, straight east across RR. and trolley (22.3 m).
- 25.9 4.6 Right-hand road; turn right across RR., crossing trolley just beyond to center of
- 26.4 0.5 **HOBBS.** Elevator on left. Turn left, recrossing RR. (26.7 m), meeting trolley from the left, go straight ahead with same to Court House, center of
- 31.2 4.8 **TIPTON,** Main & Jefferson Sts.

For diverging routes, see Index map, page 411.

Route 227—Indianapolis to Fort Wayne, Ind.—137.1 m.

Route map, page 411

Reverse route, No. 292

Via Anderson, Muncie and Bluffton. Good gravel road through level country.

Descriptive Outline—Although this route lies through a territory not particularly interesting from a historical point of view, it is over fine roads, through an interesting agricultural section and some smaller thriving industrial cities, the more important being **Anderson** and **Muncie**, both of which have extensive interests pertaining to the automobile industry. Some parts of the trip are over just enough rolling country to make it an exceptionally pleasant trip.

MILEAGES Total Intermediate

(For this and optional exits, see city map, page 461.)

0.0 0.0 **INDIANAPOLIS,** Monument Circle.

For complete running directions for first part of this route, see Route No. 226 to

44.3 44.3 **ANDERSON,** Meridian & 9th Sts.

Doxey Hotel, east side of Court House.

Auto Inn Company, 9th & Jackson Sts., Stock Michelin Tires.

Mosher Auto Company, Stock Michelin Tires.

Turn right 1 block on 9th St., and left around Court House onto Main St., cross RR. (44.5 m). Trolley leaves to the left (44.6 m), cross trolley (44.7 m), going over long iron bridge (44.8 m).

44.9 0.6 End of road; turn right to irregular 4-corners, where turn left, passing cemetery (on left—45.0 m).

46.3 1.4 Diagonal 4-corners; bear right.

50.9 4.6 4-corners; turn left with telephone poles. **Caution not to pass**

51.9 1.0 First 4-corners; turn right, jogging right and immediately left with road (52.9 m).

53.0 1.1 Left-hand road just before iron bridge; turn left on winding but direct road, pass church and cemetery (on left—53.5 m).

55.1 2.1 4-corners; turn right, picking up telephone line, jogging left and immediately right with road (57.1 m), again jogging left and immediately right with road (57.5 m).

57.8 2.7 End of road; turn left.

58.0 0.2 End of road; jog left and immediately right.

60.1 2.1 Right-hand road; red brick school-house on right; turn right, crossing RR. (60.6 m).

63.4 3.3 3-corners; bear right immediately, crossing RR. Avoid angling road to the right (63.8 m), swinging left with road (64.1 m), cross RR. (64.3 m), and trolley (64.8 m). Trolley comes in from the left (65.3 m).

Hotel Bliss**American Plan****\$2.00 and up****Bluffton, Ind.****Tourist Headquarters**

- 65.8 2.4 Diagonal 4-corners; bear left with trolley.
- 65.9 0.1 End of street; turn right with trolley onto Main St.
- 66.3 0.4 **MUNCIE**, Main & Walnut Sts. Court House on left.
 Hotel Delaware, Jackson & Mulberry Sts.
 Dolson Auto Supply Co., 210 E. Seymour St., Stock Michelin Tires.
 McInnis & Hanley, 415 E. Jackson St., Stock Michelin Tires.
 Turn left on Walnut St., around Court House, crossing RR. where trolley leaves to the right (66.5 m); bear right with heavy telephone line through 5-corners (67.0 m), cross trolley (67.1 m) and again (67.2 m), following along trolley, crossing RR. and avoiding angling road to the right (67.3 m), cross RR., where trolley leaves to the left (68.4 m). Avoid angling road to the left (68.8 m) and angling road to the left at red brick church (70.5 m). **Caution not to pass**
- 74.0 7.7 4-corners; old toll gate on far left; turn right on stone road, swinging sharp left with road (76.3 m), sharp right with road (76.6 m), crossing trolley and RR. (78.3 m), straight through **Albany** (78.4 m).
- 80.7 6.7 **FAIRVIEW**, 4-corners. Store on far right. Turn left.
- 81.4 0.7 End of road; jog left and immediately right.
- 82.4 1.0 4-corners just before RR. crossing; red brick school-house on near right; turn right.
- 84.8 2.4 4-corners; red brick school-house on far left; turn left (road to the right leads to **Winchester**). Cross 2 RRs. at **Redkey** (86.7 m), crossing trolley (86.8 m), jogging right and immediately left with road (89.6 m).
- 96.0 11.2 3-corners; bear right with telephone lines.
- 96.2 0.2 3-corners; bear left, leaving telephone lines, straight through **Pennville**; bank on left (96.4 m), jog right across RR. and immediately left (99.4 m), jog left through diagonal cross-roads and immediately right (103.5 m).
- 104.4 7.8 **PEROLEUM**, 4-corners.
 For diverging routes, see **Index map**, page 507.
 Straight through, jog left and immediately right (112.5 m), same thorofare becoming Main St., which follow to
- 113.3 9.3 **BLUFFTON**. Court House on left.
 The Bliss Hotel, Opposite Court House.
 Auto Electric Company, 219 W. Market St., Stock Michelin Tires.
 Straight through on Main St., crossing RR. (113.6 m). Trolley leaves to the left (118.9 m), cross RR. (119.5 m), swinging right where trolley comes in from the left (134.7 m).
- 134.8 21.5 End of road; turn left with trolley onto Broadway, bear right with trolley through irregular 4-corners, still on Broadway (135.9 m), cross RR. (136.1 m).

Indianapolis Section

Route 228

- 136.7 1.9 End of street; hospital on left; turn right with trolley onto Main St., which follow to center of
- 137.1 0.4 **FORT WAYNE**, Main & Calhoun Sts. Court House on right.

Wayne Hotel, W. Columbia St.

Bachelor Garage, E. Columbia St.

Ft. Wayne Machine Co., 1035 Calhoun St., Stock Michelin Tires.

Randall Motor Car Co., 116 W. Wayne St., Stock Michelin Tires.

For city map, see page 558. For diverging routes, see **Index map**, page 507.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 228—Indianapolis, Ind., to Columbus, Ohio—176.4 m.

Route map, page 480

Reverse route, No. 358

Via Richmond, Eaton, Dayton and Springfield. Over level country; mostly excellent gravel pike all the way. Optional to Route 229 between Richmond, Ind., and Springfield, Ohio.

Descriptive Outline—We go straight east via the old National Highway. This now famous road was laid out by the Government and was originally intended to make a complete connection between Philadelphia and St. Louis. It was entirely surveyed but the bridges and road work were only completed as far west as Terre Haute. This route branches southeastward just after leaving Richmond, in order to take in the important city of Dayton, although those desiring may follow the National Highway straight eastward according to Route No. 229. **Richmond** is a very beautiful little residence city in the midst of an important agricultural district. For points of interest at Dayton and Springfield, see head of Route No. 356.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 461.)

- 0.0 0.0 **INDIANAPOLIS**, Monument Circle.
Go south on Meridian St. for 1 block.
- 0.1 0.1 **Washington St.**; turn right, following trolley past Court House (on left—0.3 m); cross RR. (0.7 m), running under RR. (2.8 m); keep straight ahead with trolleys; through **Cumberland** (11.1 m) to center of
- 21.2 21.1 **Greenfield**, Court House on right; continue straight through on Main St., passing through **Cleveland** (27.7 m) and **Charlottesville** (29.6 m); go through covered wooden bridge (33.7 m); cross RR. (34.0 m); keep straight ahead.
- 34.2 13.0 **Knightstown**. Straight ahead through
F. E. Tritt, Stock Michelin Tires.
Raysville (35.0 m); cross RR. just beyond. Continue straight ahead over several iron bridges through **Ogden** (37.3 m); cross RR. (38.9 m), and again at **Dunreith** station (39.2 m); following trolleys through **Lewisville** (43.6 m); pass **Strawn** station (46.9 m); through covered wooden bridge (50.4 m); keep straight on through **Dublin** (51.5 m); cross RR. (52.9 m) to
- 53.3 19.1 **CAMBRIDGE CITY**. Central Hotel.
Continue straight ahead through **Germantown** (56.7 m); under RR. (57.8 m); through covered wooden bridge (58.2-

Hopkins ELECTRIC Speedometer
"No Flexible Shaft"
and
The Electrodrometer

**Runs quiet
as a watch.
Needs no attention.**

See page facing
front cover

**Shows each
one-tenth mile
in easily-read figures.**



The Richmond Auto Inn

Whitesell & Whitesell

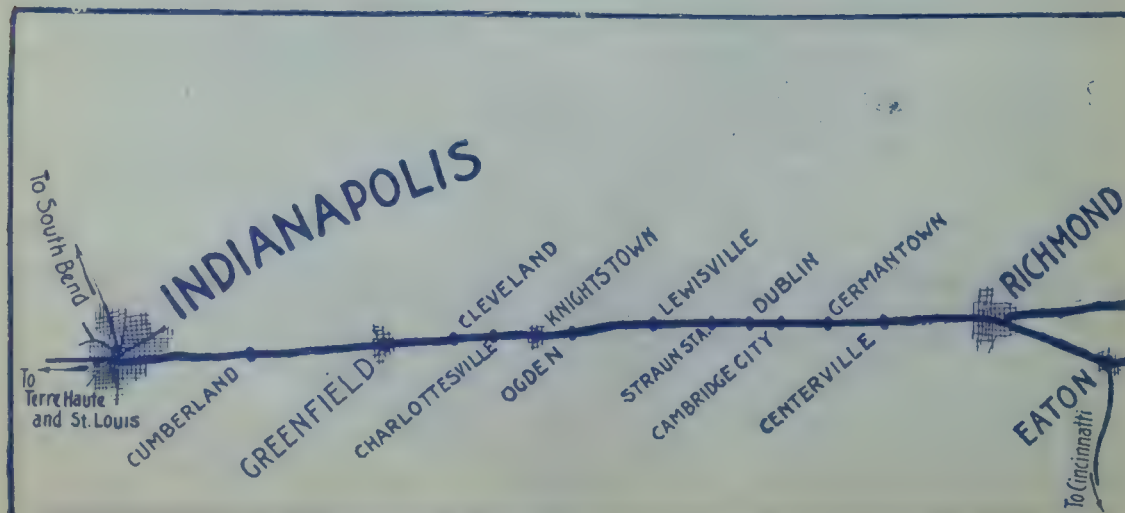
1207 East Main Street

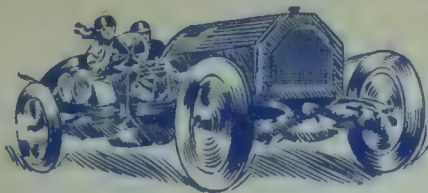
Richmond, Ind.

**Complete Machine Shop
Vulcanizing Plant**

2 blocks from hotel

If in trouble telephone 1925





The Best of Supplies for the Man and His Car

Casings, Tubes, Oils, Chains,
Lamps, Plugs, Horns, Goggles,
Caps, Coats, Dusters, Gloves, Etc.

THE GEYER SALES CO.

Open Evenings and on Sunday Morning

Free Auto Delivery. Phones—Home, 5881—Bell 1864.

11 W. First Street near Main Street, ^{Bimm}Block, DAYTON, O.

m), passing Wayne County Infirmary (on left—61.1 m); follow trolleys through **Centerville** (62.9 m), same thoro-fare becoming Indianapolis St., which follow to

67.9 14.6 3rd Ave., just after passing car-barns on right; turn square left with trolleys for 1 block, where turn right on Main St.; cross long iron bridge, running under RR. (68.2

68.8 0.9 **RICHMOND, IND.**, Main & 8th Sts.

Auto Inn, 1207 Main St., Stock Michelin Tires.

For diverging routes, see Index map, page 507.

Continue straight east on Main St., following trolley across RR. (72.5 m).

Route No. 229, Indianapolis to Columbus, via National Highway, leaves to the left just beyond RR.

Straight ahead through **Westville** (74.3 m) and **Hope** (79.1 m); cross RR. (82.9 m) and iron bridge (84.4 m), to Court House, center of

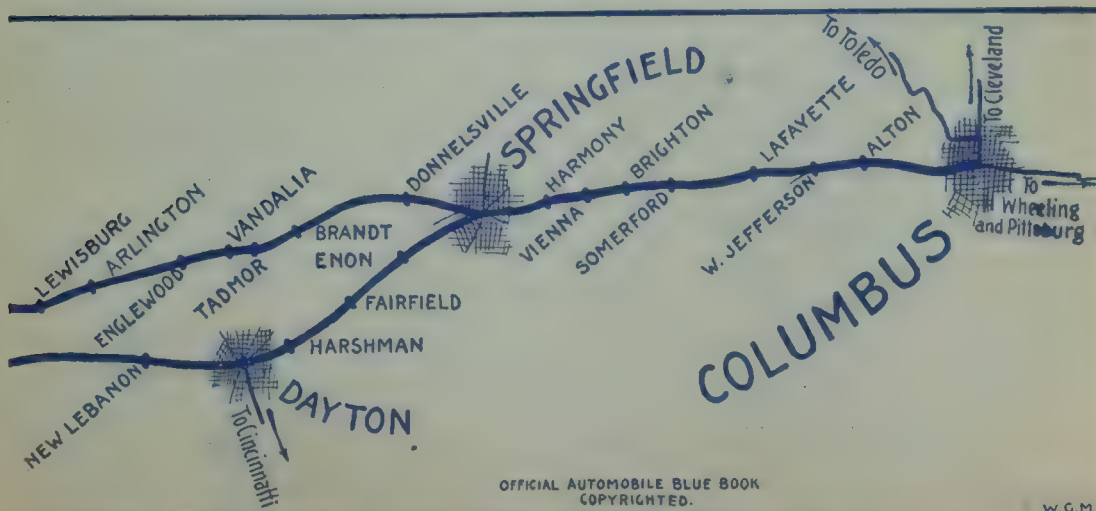
84.6 15.8 **EATON, O.**, Main & Barrow Sts.

Shaver Garage, E. Main St.

E. C. Wysong, Main St., Stock Michelin Tires.

For diverging routes, see Index map, page 579.

Keep straight east on Main St., cross RR. (84.8 m); follow trolleys through **W. Alexandria** (90.1 m); cross RR. (90.4 m); cross several bridges, keeping straight through **Johnsville** (96.1 m), **New Lebanon** (98.0 m) and **Kingsville** (103.2 m); past Soldiers' Home (on right—104.0 m); continue downgrade across RR. (105.9 m), same thoro-fare becoming W. 3rd St., which follow across RR.



OFFICIAL AUTOMOBILE BLUE BOOK
COPYRIGHTED.

W.G.M.

(107.3 m) and long stone bridge over Miami River (107.8 m) to Court House, center of

108.6 24.0 **DAYTON**, Main & 3rd Sts.

Algonquin Hotel, Third & Ludlow Sts.

Hofbrau House, Fourth & Ludlow Sts.

The Geyer Sales Co., 11 W. First St.

Peckham Motor Car Co., 211 N. Main St., **Stock Michelin Tires.**

Gunchen & Wentz, 719 N. Main St., **Stock Michelin Tires.**

Hosler-Overland Sales Co., 11 E. 18th St., **Stock Michelin Tires.**

For city map, see page 632. For diverging routes, see Index map, page 655.

Continue east on 3rd St., crossing canals and RR. (109.1 m).

110.0 1.4 Fork, iron water-trough in center; bear left on Springfield St., following trolley across RR. (111.7 m).

112.2 2.2 Fork; bear left, following main travel to

113.0 0.8 **HARSHMAN**, fork just beyond, shoe factory on left; curve right, crossing RR. and trolley (113.4 m); follow trolley to

118.4 5.4 Irregular 4-corners; turn left with trolley, straight through **Fairfield** (118.9 m); curving right away from trolleys just beyond; follow telephone poles through **Enon** (125.1 m); cross iron bridge at foot of grade (130.4 m); **caution** for sharp left curve at bottom of hill, under RR.; cross RR. (130.8 m) and trolley (131.1 m).

131.5 13.1 Diagonal cross-road—cement works on right; bear right with poles, following same across RR. (132.2 m), same thorofare becoming W. High St., which follow to

132.8 1.3 **Limestone St.**, square on right. Turn left 1 block to

132.9 0.1 **SPRINGFIELD**, Main & Limestone Sts.

Arcade Hotel.

The Auto Inn, Spring & Main Sts., **Stock Michelin Tires.**

Turn right on Main St., following same across RR. (133.6 m & 135.4 m); follow trolley and telephone poles across several bridges, continuing straight through **Harmony** (138.8 m), **Vienna** (143.4 m), **Brighton** (146.0 m), **Somerford** (149.8 m) and **Lafayette** (154.5 m); cross RR. tracks (161.6 m), and keep straight on through **W. Jefferson** just beyond; **caution** for sharp right and left curve uphill immediately after crossing iron bridge (163.7 m); continue straight ahead with trolleys through **Alton** (166.9 m); cross RR. (171.4 m), same thorofare becoming W. Broad St., which follow on brick pavement; cross RRs. (174.6 m & 175.7 m); cross large bridge over Scioto River and RR. (176.1 m) to State Capitol, center of

176.4 43.5 **COLUMBUS**, Broad & High Sts.

Southern Hotel, S. High & Town Sts.

Chittenden Hotel, N. High & Spring Sts.

Hotel Hartman, Main & Fourth Sts.

Ritter & Borst Garage, 35 W. Mound St.

Central Ohio Motor Car Co., 61 E. Spring St.

The Snyder Auto Co., 765 E. Long St., **Stock Michelin Tires.**

Hudson Sales Company, 241 N. Fourth St., **Stock Michelin Tires.**

For city map, see page 656. For diverging routes, see Index map, page 655.

For through connections, see Trunk-line Index map, front of book.

Route 229—Indianapolis to Columbus, Ohio—171.6 m.

Route map, page 480

Reverse route, No. 358-A

Direct route via the National Road—very level country, mostly excellent gravel pike. Longest and straightest road the Blue Book car has ever traveled. Optional to Route No. 228, which goes via Dayton.

MILEAGES
Total Intermediate

(For this and other exits, see Indianapolis city map, page 461.)

0.0 0.0 **INDIANAPOLIS**, Soldiers' Monument (the Circle).

For complete running directions for first part of this route see Route No. 228 to

68.8 68.8 **RICHMOND**, Main & 8th Sts.

Auto Inn, 1207 Main St., Stock Michelin Tires.

(For diverging routes, see Index map, pages 507 and 579.)

Continue straight on Main St., crossing RR. tracks (72.5 m) and trolley tracks (72.7 m). **Caution** not to pass **Left-hand road** just beyond trolley crossing; turn left upgrade through narrow cut in hill, following winding road across trolley tracks (74.4 m). Keeping straight ahead through Gettysburg (78.3 m), cross RR. tracks (87.2 m & 87.6 m), passing straight through upper part of **Lewisburgh** (88.1 m).

Cross RR. tracks again (91.8 m) and at National Crossing (92.6 m), following telegraph lines through **Arlington** (94.3 m). Cross RR. tracks at **Englewood** (100.9 m) and continue down long grade through covered wooden bridge (101.4 m), following telegraph poles through

105.7 32.9 **VANDALIA**.

Continue straight on, using **caution** for long grade with sharp turn across RR. tracks and through covered wooden bridge at **Tadmore** station (108.8 m).

Keep main highway through **Fountaine** (110.4 m) and **Brandt** (112.8 m); pass through covered wooden bridge (115.9 m), crossing RR. tracks at **Forgy** station (115.3 m). Cross second covered wooden bridge (118.9 m) and follow telegraph poles through **Donnelsville** (120.6 M). Cross RR. tracks (125.0 m) and continue downgrade through covered wooden bridges (125.7 m & 126.1 m). Cross RR. tracks again (127.1 m), entering on Main St.

128.2 22.5 **SPRINGFIELD**, Main & Limestone Sts.

Arcade Hotel.

The Auto Inn, Spring & Main Sts., Stock Michelin Tires.

For diverging routes, see Index map, page 655.

Run straight east on Main St. across RR. tracks (128.9 m) and RR. tracks again (130.7 m); follow trolley and telegraph poles, crossing several bridges through **Harmony** (134.1 m), **Vienna** (138.7 m) **Brighton** (141.3 m),

22

WHEN "the man" over-urges you to purchase a speed indicator so cheap that your own judgment tells you it cannot be **good**—suspect him. The cheap devices are so really cheap that tremendous discounts are made and a fat manufacturing profit still left. The Warner price is highest—discounts lowest. But the Quality is there.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 230

Indianapolis Section

Somerford (145.1 m) and **Lafayette** (149.8 m). Cross RR. tracks (156.9 m) and keep straight through **West Jefferson** (157.2 m)—**caution** for sharp right and left curve uphill immediately after crossing iron bridge (159.0 m).

Keep straight ahead with trolleys through **Alton** (162.2 m), crossing RR. tracks (166.7 m), and running onto brick pavement (167.6 m—**West Broad St.**). Cross RR. tracks (169.9 m & 171.0 m); cross bridge over river and RR. tracks (171.4 m) to the State Capitol, center of

171.6 43.4 **COLUMBUS**, Broad & High Sts.

Hotel Hartman, Main & Fourth Sts.

Chittenden Hotel, N. High & Spring Sts.

Southern Hotel, S. High & Town Sts.

Central Ohio Motor Car Co., 61 E. Spring St.

Ritter & Borst Garage, 35 W. Mound St.

The Snyder Auto Co., 765 E. Long St., **Stock Michelin Tires.**

Hudson Sales Company, 241 N. Fourth St., **Stock Michelin Tires**

For city map, see page 656. For diverging routes, see **Index map**, page 655.

For through connections, see **Trunk-line Index map**, front of book.

Route 230—Indianapolis to Cincinnati, Ohio—138.0 m.

Route map, page 486

Reverse route, No. 237

Via Richmond, Ind.; Eaton and Hamilton, O. Mostly level to Richmond, with fairly rolling country from there to Cincinnati. Good roads all the way.

This is a full alternate to route No. 231, via **Connersville**.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 461.)

0.0 0.0 **INDIANAPOLIS**, Monument Circle.

For complete running directions on first part of this route see Route No. 228 to

84.6 84.6 **EATON, O.**, Main & Barrow Sts.

Shaver Garage, E. Main St.

E. C. Wyson, Main St., **Stock Michelin Tires.**

For diverging routes, see **Index map**, page 579.

Turn right on S. Barrow St., cross RR. (86.2 m & 88.6 m); follow telephone poles past cemetery (on right—92.4 m); straight through **Camden** (93.2 m), bearing left across RR. (93.6 m); cross several iron bridges over creek, follow poles on direct but winding road through **Somer-**
ville (98.1 m) and **Collinsville** (102.0 m).

102.7 18.1 Fork; bear left with poles; **caution** for sharp left turn over RR. and iron bridge (103.0 m); and also for sharp right and left curve just beyond iron bridge (104.6 m). Straight through **Seven Mile** (106.0 m); crossing RR. (107.6 m) (trolley comes in from the left—108.9 m). **Caution** for sharp right and left curves over long iron bridge (109.9 m); follow trolley across RR. (111.3 m), pass paper mills (on left—111.8 m).

112.3 9.6 **Main St.**; turn left with trolley, crossing long iron bridge just after turn, running off same onto High St. to center

112.5 0.2 **HAMILTON**, Court House on right;

West Side Motor Co., 216 Main St., **Stock Michelin Tires.**

For city map, see page 642.

Continue straight ahead on High St., cross RR. (112.7 m).

Indianapolis Section

Route 231

- 113.1 0.6 **East Ave.**; turn right, cross RR., shortly picking up trolley (from the right); follow same through several small towns, crossing RR. (115.8 m); straight through 4-corners where trolley leaves to the left (123.4 m); follow telephone poles, bearing right on Springfield Ave. (124.2 m), running under RR. (128.2 m), cross long iron bridge (128.4 m) pass Fairgrounds (on left); avoid road to the right just beyond. Follow telegraph poles on Spring Grove Ave. (128.9 m) (trolley comes in from the left). Follow same under RR. (130.3 m), cross RR. (130.4 m).
- 130.7 17.6 Fork; curve left with trolley, cross RR., running under RR. (131.1 m) to
- 131.4 0.7 3-corners just beyond bridge over canal; turn right with trolley on Carthage Pike, passing cemetery (on right—131.8 m).
- 132.0 0.6 4-corners, trolley center; turn left on Mitchell Ave., following trolleys, bearing left with same (133.4 m) to end of street.
- 133.5 1.5 Reading Road; turn right with trolley, straight through **Avondale** (134.3 m), running under trolley (135.7 m), passing car-barns (on right).
- 136.8 3.3 **13th St.** (Woodward Ave.). Turn right, leaving trolley,
- 137.3 0.5 **Main St.**; turn left, following Main St. over canal (137.4 m), past **Citizen's Motor Car Co.** (on left), to postoffice at center of
- 138.0 0.7 **CINCINNATI**, Fountain Square.

Hotel Sinton, Fourth & Vine Sts.

Citizen's Motor Car Co., Seventh & Main Sts.

G. M. Toewater & Co., Race & 9th Sts., **Stock Michelin Tires.**

For city map, see page 628. For diverging routes, see **Index map**, page 655.

For through connections, see **Trunk-line Index map**, front of book.

Route 231—Indianapolis to Cincinnati—112.2 m.

Route map, page 486

Reverse route, No. 238

Via CONNERSVILLE and HARRISON; fine gravel and macadam road all the way.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 461.)

- 0.0 0.0 **INDIANAPOLIS**, Monument Circle, Market & Meridian Sts. Go south 1 block on Meridian to
- 0.1 0.1 Washington St.; turn left on same, passing City Hall (on left—0.3 m); follow trolley line, cross RR. (0.7 m), under Belt Line RR. (2.8 m) to
- 4.1 4.0 **Emerson Ave.** (large residence on right, with cannons on front lawn). Turn right, leaving trolley; cross 2 RRs. (4.3 m) to
- 4.6 0.5 Brookville Pike, just beyond second RR. crossing; turn left and follow almost straight road for over 30 miles, crossing RR. (5.3 m), past brick schools (9.6 m & 10.4 m).
- 14.2 9.6 **NEW PALESTINE.** Continue on, past brick school-house (15.8 m) to

MOTORISTS' HEADQUARTERS

CONNERSVILLE, IND.



McFarlan Hotel—Peter R. Fettig, Prop.
Cor. 6th St. and Central Ave.



Auto Inn—B. F. McCready, Prop.
6th St., Opposite Hotel

- 17.9 3.7 **CARROLLTON.** Straight through with telephone line to
- 19.8 1.9 **FOUNTAIN TOWN.** Straight on, following telephone line through center of
- 27.2 7.4 **MORRISTOWN.** Past church (on left—29.5 m).
- 30.2 3.0 **ARLINGTON.** Straight on, through covered wooden bridge (31.4 m), past cemetery (31.7 m), past school-houses (on right—32.3 m & 34.8 m); cross RR. (37.6 m—station on right) to
- 38.1 7.9 Left-hand road; just after crossing RR., bear left on diagonal street, past brick schoolhouse (38.2 m) to
- 38.5 0.4 Main St. Turn right 1 block to center of
- 38.6 0.1 **RUSHVILLE** (Court House on left). Turn left, pass Wm. E. Bowen, 306 Main St., Stock Michelin Tires. Court House (on right); over iron bridge (38.9 m), through covered wooden bridge (39.3 m), pass fair grounds (on left—39.9 m), straight on to
- 46.2 7.6 **FARMINGTON.** Straight through, bearing right (50.3 m), down heavy grade, bearing left through covered wooden bridge (50.5 m); upgrade over rolling country and down steep grade (54.5 m) on 3d St., to
- 54.7 8.5 Central St. Turn left 2 blocks, passing Court House to center of
- 54.9 0.2 **CONNERSVILLE,** Central & 5th Sts. Turn right on Hotel McFarlan, Central Ave. & Sixth St. Auto Inn, 126 W. Sixth St. Ye Motor Shop, Stock Michelin Tires. 5th St., shortly running through covered wooden bridge.



- 55.3 0.4 Fork immediately beyond bridge; turn right out of bridge, pass brick store (on left), cross iron bridge (56.4 m) to
- 57.6 2.3 End of road; turn left to next
- 58.0 0.4 Right-hand road; turn right, bearing left upgrade with bad water bars; follow winding but direct road over rolling country to
- 61.7 3.7 **EVARTS.** Straight through, past church and cemetery (on right—61.8 m), still on winding but direct road, over rolling country to
- 66.0 4.3 Left-hand road; turn left with travel, bearing right to
- 66.1 0.1 **BLOOMING GROVE.** Straight through to
- 66.3 0.2 End of street; jog left and immediately right to
- 67.1 0.8 Fork; bear left with telephone poles, pass school (68.9 m).
- 69.8 2.7 Fork; turn right, down steep, narrow, winding grade, bearing left with valley road; follow same upgrade to
- 72.2 2.4 Irregular 4-corners; bear right to center of
- 72.9 0.7 **BROOKVILLE** (Court House on left). Straight through.
- 73.2 0.3 Left-hand road at foot of downgrade (small pond on right); turn left around saloon, and right just beyond, through long covered wooden bridge; bear right across RR. (74.5 m), and immediately left, recrossing tracks brick yards on left—74.6 m); follow road along winding hillside, with some beautiful views of river and valley. Road is close to RR. tracks all the way.
- 79.3 6.1 **CEDAR GROVE**—5-corners. Bear right on diagonal road at center of small town, turning left just beyond, up steep winding grade; continue on winding but direct road, passing through edge of
- 83.6 4.3 **NEW TRENTON.** Straight on to
- 85.9 2.3 Tollgate (charge 20c)—school on left. Straight on; follow fine gravel and macadam road to
- 90.0 4.1 **HARRISON** (trolley goes straight ahead). Turn left, pass Court House (on right), running onto fine macadam road; bear right up long winding grade (pass good road to left—91.0 m).
- Note**—From Harrison to Cincinnati this road is posted by the Cincinnati Automobile Club, but although a winding road it is only necessary to follow good macadam practically all the way.
- 93.3 3.3 Fork; turn left through covered wooden bridge (93.6 m), up long grade just beyond, bearing right downgrade to
- 97.3 4.0 **MIAMITOWN.** Turn left over long iron bridge, cross RR. (station on left—98.1 m); bear right across iron bridge (100.3 m), and left up long winding grade through

Accurate
to the fraction
the year 'round.

Hopkins ELECTRIC Speedometer
No Flexible Shaft
and
The Electrodrometer
See page facing front cover

The
perfected 1000
mile trip odometer.
Portable as a watch.

Route 233

Indianapolis Section

- 101.9 4.6 **DENT.** Straight on; follow telephone line, bearing left with road (104.3 m) to
- 104.4 2.5 **CHEVIOT.** Straight through, bearing right with trolley line on Harrison Ave., which follow, with many turns but direct with trolley.
- Note**—This entrance from the Northwest into Cincinnati is very unsatisfactory, as tourists are compelled to pass through some of the most congested business districts of the city; but up to late fall of 1909 the compilers of this book were unable to find any entrance that was materially better.
- 108.6 4.2 Turn right with trolley downgrade, still on Harrison Ave. to
- 109.3 0.7 Long iron RR. viaduct; turn left over viaduct, with trolleys, to
- 109.7 0.4 End of street; turn right with trolleys, straight ahead, shortly running onto Central Ave.; bear right with same (111.2 m) to
- 111.8 2.1 5th St.; turn left to center of
- 112.2 0.4 **CINCINNATI,** Fountain Square, 5th & Vine Sts.

Hotel Sinton, Fourth & Vine Sts.

Citizen's Motor Car Co., Seventh & Main Sts.

G. M. Toewater & Co., Race & 9th Sts., **Stock Michelin Tires.**

For city map, see page 628. For diverging routes, see **Index map**, page 655.

For through connections, see **Trunk-line Index map**, front of book.

Route 233—Indianapolis, Ind., to Louisville, Ky.—123.4 m.

Route map, page 411

Reverse route, No. 701

Via **COLUMBUS** and **SCOTTSBURG**; good gravel or stone road practically all the way. A few stretches of dirt south of **SEYMOUR**.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 461.)

0.0 0.0 **INDIANAPOLIS,** Monument Circle.

For first part refer to Route No. 235 for complete running directions through Franklin and Columbus to

62.9 62.9 **SEYMOUR.** Straight on, 1 block, to Walnut St., where turn left, crossing RR. just beyond.

Note—At this point leave route No. 235—Indianapolis to French Lick.

63.3 0.4 Jog right and immediately left, still on Walnut St.; straight out of town, using **caution** not to pass

65.3 2.0 Prominent cross-road,—school on left; turn left with telephone poles past cemetery (65.9 m); cross RR. bridge (66.3 m), upgrade just beyond; bearing right (67.2 m) to

67.3 2.0 Left-hand road; turn left, pass schoolhouse (on right—67.6 m);—avoid poor road to the left (68.1 m);—bear right and shortly pick up telephone poles, which follow across iron bridge (68.8 m) to

69.1 1.8 End of road; turn right with poles, following same past brick school (70.8 m), and school and cemetery (72.8 m), to

73.9 4.8 **UNIONTOWN.** Straight through, bearing right past cemetery (74.2 m) to prominent

75.1 1.2 Left-hand road; turn left, crossing iron bridge (75.9 m) to

76.5 1.4 End of road; jog right and immediately left, crossing small wooden bridge (76.9 m) to

Route 233

Indianapolis Section

- 77.5 1.0 End of street,—church straight ahead; turn right, to center of
- 77.6 0.1 **CRUTHERSVILLE.** Turn left, going straight on out of town, picking up telephone line; bear right with same on main traveled road (79.2 m); follow direct but winding road to
- 79.9 2.3 Left-hand road; turn left with telephone line on rather poor dirt road to first
- 80.9 1.0 4-corners; turn right, passing schoolhouse (on left—81.9 m) to
- 83.8 2.9 End of road; turn left, downgrade, cross iron bridge to first
- 84.1 0.3 Right-hand road; turn right, pass cemetery (on left); follow telephone line on winding road; cross RR. and trolley (86.1 m) to
- 87.3 3.2 End of road; turn left with poles, and right just beyond
- 88.0 0.7 Left-hand road; turn left, leaving telephone line; shortly passing brick plant; cross trolley and RR. tracks (88.3 m) to first
- 88.4 0.4 4-corners; turn right to center of
- 88.7 0.3 **SCOTTSBURG,**—Court House on left. Straight through, following telephone line across iron bridge (90.6 m), bearing left up sharp grade (91.1 m) to 4-corners on western edge of
- 91.3 2.6 **VIENNA.** Turn right, through small town; cross RR., trolley tracks and iron bridge (91.7 m) to first
- 91.8 0.5 Left-hand road; turn left; go straight south, bearing left across trolley (94.0 m) and then right between RR. and trolley to
- 94.8 3.0 **UNDERWOOD;** end of road; turn left across RR. and immediately right with telephone line, jogging right and then left (95.1 m) along RR. to
- 95.9 1.1 End of road; jog left and immediately right; follow winding road through woods, fording small creek (97.1 m) to
- 98.2 2.3 Prominent cross-road; turn right, bearing left with road (98.7 m), pass schoolhouse, and cross RR. (98.9 m), bearing left between RR. and trolley tracks; passing Indiana State Reservation Trolley Station (on right), to
- 100.1 1.9 **HENRYVILLE,**—end of road. Turn left across RR. and immediately right, past postoffice;
- 100.3 0.2 Bear left across iron bridge, and right just beyond, going upgrade to

WARNING TO INFRINGERS: The Courts have held that the reproduction of a peculiar inaccuracy in the text of any copyright production, together with the general appropriation of information, constitutes sufficient evidence of fraud, and is punishable under the copyright law of July, 1909, by fine or imprisonment, or both.

"THE SEELBACH"

CORNER FOURTH and WALNUT STREETS LOUISVILLE, KY.



European Plan. \$2.00 per day and up. 350 Rooms—250 with Baths. The "Seelbach," the only Fireproof Hotel in the City. Modern in all respects. Located in the heart of the Shopping Center, in the midst of all Theatres, and on direct car lines from all the Depots.

Packard
MOTOR CARS



Miles Auto Co.
LOUISVILLE, - KY.

615-619 3d Street

2 Blocks from the Seelbach

"We are
Stopping
at the
Fireproof
Garage"

Service is
Tip Top



Indianapolis Section

Route 235

- 100.9 0.6 4-corners at top of hill; turn right and follow winding but direct road to
- 102.6 1.7 Fork; turn right across iron bridge just beyond, to
- 102.8 0.2 4-corners just before RR. crossing; turn left, follow along RR. to end of road at
- 104.6 1.8 **MEMPHIS.** Turn right across RR.—station on right—and immediately left; follow along RR., cross trolley a number of times, but road is direct past Louisville Cement Co. (on left—109.4 m) to
- 110.5 5.9 **SELLERSBURG.** Straight through—trolleys leave to left—pass church and cemetery (110.7 m); pick up telephone line and follow same straight on, passing 2 school-houses (113.8 m), to
- 115.3 4.8 End of road,—schoolhouse straight ahead; turn left with telephone line, and right just beyond; running straight on, picking up trolley (117.6 m); follow same to
- 118.0 2.7 **Vincennes St.** Turn left with trolley, follow same into
- 118.2 0.2 **NEW ALBANY, IND.,** Vincennes & Spring Sts. Straight through, crossing a number of RR. tracks, bearing right, to northern edge of bridge over Ohio River—toll 35c. Keep right across bridge (trolley and RR. in center); running off south end on 33rd St., go straight ahead to
- 120.1 1.9 End of street at Portland Ave.—church straight ahead; jog left and next right on 33rd St. to
- 120.3 0.2 Bank St.; turn left—meeting trolleys,—cross RR. (120.4 m) to
- 120.7 0.4 26th St.; turn right on same (asphalt pavement), to
- 121.6 0.9 Jefferson St.; turn left, crossing RR. to center of
- 123.4 1.8 **LOUISVILLE,** Jefferson & 6th Sts.,—Court House and City Hall on left.

The Seelbach, Fourth & Walnut Sts.

Miles Auto Co., 615 Third St.

Reimer's Motor Car Co., Baxter St. & B'way, Stock Michelin Tires.

Thomas' Garage, 204 Guthrie St., Stock Michelin Tires.

For city map, see page 1057. For diverging routes, see Index map, back of book.

Route 235—Indianapolis to French Lick Springs.—131.3 m.

Reverse route, No. 261

Via COLUMBUS, SEYMOUR, SALEM and PAOLI. Good gravel most of the way. CAUTION should be used for some bad hills between BROWNSTOWN and PAOLI.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 461.)

- 0.0 0.0 **INDIANAPOLIS,**—Monument Circle,—Market & Meridian Sts. Start south on Meridian St., crossing RR. (Union Station on right—0.4 m) to
- 0.5 0.5 5-corners, bear left on middle street—Madison Ave.—passing Boys' Club (on right). Cross RRs. (0.9 m, 1.6 m & 1.9 m) to
- 2.7 2.2 Point of 5-roads,—saloon on right; bear left on middle road, with heavy telephone lines, pass church (4.3 m), picking up trolley (on left—4.8 m), following same straight south through



THE HOME OF PLUTO



Automobile Routes to French Lick Springs Hotel

Thomas Taggart
President

French Lick, Ind.



FIRE-
PROOF**Ogden Garage**308-310-312 4th Street
Close to HotelStorage, Supplies, Machine
Shop, Vulcanizing**Columbus, Indiana** Tourists
Headquarters

- 5.8 3.1 **EDGEWOOD.** Straight on through
- 7.4 1.6 **SOUTHPORT,** pass cemetery (10.5 m); through
- 11.0 3.6 **GREENWOOD;** pass schoolhouse (13.4 m) to
- 15.4 4.4 **WHITELAND.** Straight on, jog right across trolley tracks and immediately left (19.4 m) to
- 19.8 4.4 **Walnut St.**—brick pavement; turn right.
- 20.5 0.7 End of street,—power plant straight ahead; turn left on Main across RR. to center of
- 20.7 0.2 **FRANKLIN,** Court House on right. Go straight ahead 2 blocks on Main St., to
- 20.9 0.2 **Home Ave.,**—meeting trolley; turn right on same (trolleys leave to the left, 1 block after turn); cross iron bridge to
- 21.1 0.2 **South St.** Turn left, crossing long iron bridge to
- 21.4 0.3 End of street; turn right with telephone line, picking up trolleys (from left—24.8 m); bear left across same (25.1 m) and follow telephone line to
- 25.6 4.2 **AMITY.** Straight through on main traveled road, crossing trolley (26.0 m), pass cemetery (26.4 m), cross long iron bridge (27.4 m), running up fairly steep grade past Forest Ridge Stock Farm (27.6 m); pass brick school (29.1 m), bear left with telephone poles on main traveled road (30.4 m); cross long iron bridge (30.9 m); turning left just beyond to right-hand road—wagon shop on farther left-hand corner on edge of
- 31.3 5.7 **EDINBURG.** Turn right,—passing center of town.
- 31.9 0.6 End of street; turn right with telephone poles and left just beyond, cemetery on right; follow telephone poles to
- 35.7 3.8 End of road; turn left, to right-hand road on edge of
- 36.0 0.3 **TAYLORVILLE;** turn right on narrow road (apparently an alley for a short distance) to
- 36.6 0.6 End of road; turn left and right just beyond, with telephone line along RR., to
- 39.3 2.7 Right-hand road; turn right away from RR. with main travel, bearing left just beyond, pass cemetery and church (39.8 m); jogging right and left along RR. (40.9 m), through covered wooden bridge (42.5 m).
- 42.8 3.5 **8th St.;** turn left with main travel, across RR. to
- 43.0 0.2 **Washington St.;** turn right with trolleys, cross RR. to Court House center of
- 43.3 0.3 **COLUMBUS,** Washington & 4th Sts.
Ogden Garage, 308 Fourth St.
Straight on 2 blocks to
- 43.5 0.2 **2nd St.;** turn right, cross RR. and pass pumping station

Route 235

Indianapolis Section

- (on left), running onto long iron bridge over Driftwood River, to first
- 43.9 0.4 Left-hand road;—RR. crossing straight ahead; turn left with telephone line along RR., straight to
- 47.8 3.9 **WALESBORO.** Straight on, pass cemetery (48.4 m) to
- 48.5 0.7 End of road; jog right and immediately left along RR. with telephone poles to
- 49.7 1.2 End of road; turn left away from RR., and right just beyond, with main travel through
- 50.5 0.8 **WAYNESFIELD.** Straight on to
- 51.1 0.6 End of road; turn left around brick school (on left); follow telephone line on direct road upgrade (52.5 m), to
- 53.3 2.2 End of road; jog right and immediately left through irregular 4-corners to eastern end of
- 54.4 1.1 **JONESBURG,**—brick school on right. Straight on with poles, bearing right (56.3 m) across RR. to
- 57.4 3.0 End of road; turn left with telephone poles, pass school-house (on right), bearing right and left to
- 58.7 1.3 End of road; turn left and follow poles on main traveled road across iron bridges (60.1 m & 60.4 m); cross RR. (60.7 m) to
- 60.8 2.1 4-corners; turn right, past church (on left), passing iron standpipe (61.3 m), bearing left through irregular 4-corners (61.6 m) onto North Ewing St., pass golf grounds, 2 cemeteries; cross RR. (62.2 m) to
- 62.7 1.9 Second St.; turn right,—meeting trolleys—cross RR. (62.8 m) to center of
- 62.9 0.2 **SEYMOUR.**
- (Note—At this point leave Route 233, “Indianapolis-Louisville.”)
- Continue straight through out of town on 2nd St., crossing RR. to
- 63.9 1.0 Left-hand road just beyond RR. Turn left along tracks, recrossing same (65.1 m), to
- 65.4 1.5 Right-hand road just beyond small bridge; turn right, follow direct road with telephone poles,—avoiding all intersecting roads; bearing left, still with poles, to center of
- 73.0 7.6 **BROWNSTOWN**—Court House on left; straight through, passing Court House (on left); bear right with road at edge of town; follow main travel on direct road—avoid all intersecting roads.
- 76.7 3.7 Fork; turn left at walnut tree in center of road; pass brick church (on left) to center of

23

THE Warner Auto-Meter, now generally known as “The Aristocrat of Speed Indicators,” was successfully in use as a Tachometer long before Automobiles were on the market. It is made the same now as then except in the way of refinements. The perfect article never needs changing.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

- 76.9 0.2 **VALLONIA.** Continue straight through, shortly running through woods; jog slightly left (78.7 m), follow single telephone line, pass white frame church and school (on left—79.2 m); **caution** for steep grade winding to the right up Milport Hill, just after crossing iron bridge at (82.4 m). At top of winding grade (84.4 m) go straight ahead to
- 84.8 7.9 End of road; turn left, follow direct road with main travel to
- 87.3 2.5 **PLATTSBURG.** Straight through on direct road to
- 88.5 1.2 **KOSSUTH.** Continue straight ahead, following telephone line, on direct road to center of
- 95.6 7.1 **SALEM,** 4-corners, Court House on farther left; turn right, shortly running down steep hill, over bridge, and then upgrade, bearing slightly left at top; pass greenhouse (on right); follow direct road, with telephone line, across RR. (96.7 m), to
- 98.0 2.4 Fork; keep left with poles; straight ahead, pass blacksmith shop (on left—99.4 m), shortly running upgrade and through 2 small fords (99.7 m). Road is direct to center of
- 106.3 8.3 **LIVONIA**—Post Office on left.
Keep ahead through town.
- 106.5 0.2 Right-hand branch road; bear right and go straight ahead with main travel, curving left with same (110.7 m), straight through **Bromer** (112.3 m), following main travel, winding in spots, keeping left (114.7 m).
- 117.1 10.6 End of road; turn left, running under RR. (118.8 m), following main travel, turning right direct to center of
119. 2.8 **PAOLI**—Court House Square.
Jog right and left $\frac{1}{2}$ way around square, then straight ahead, bearing right over RR. (121.0 m), pass cemetery (on right—125.9 m) and over wooden bridge (126.3 m), through beautiful winding valley road; cross iron bridge (128.4 m) to prominent
- 129.3 9.4 Left-hand road just at top of small grade—store on farther corner; **turn left** across wooden bridge, bearing right over RR. (129.6 m) to center of
- 130.1 0.8 **WEST BADEN.**
Just after passing business center bear left away from trolleys and right just beyond on old stone road, straight ahead to
- 130.8 0.7 End of road; turn right, follow road across iron bridge and RR. (131.1 m) to
- 131.3 0.5 **FRENCH LICK SPRINGS.**

French Lick Springs Hotel.

Grand Hotel.

For diverging routes, see **Index map**, page 507.

Route 236

Indianapolis Section Route 236—Indianapolis, to Terre Haute, Ind.—70.5 m.

Route map, below

Reverse route, No. 242

Via Brazil, on Old National Road. Good gravel and stone all the way; generally level country with a few rolling sections.

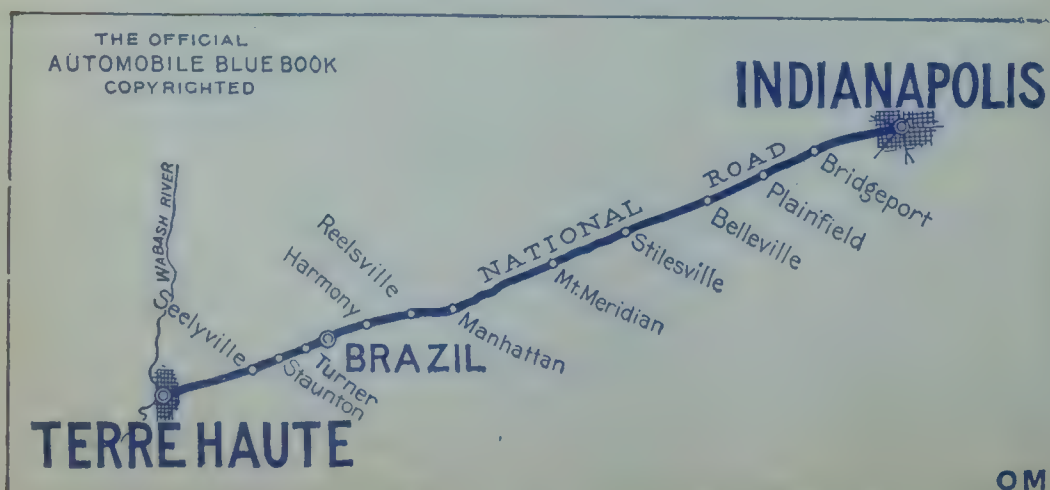
Descriptive Outline—Following the old National Highway westward, this route passes through no towns of any size, with the exception of **Brazil**, county seat of Clay County, with extensive manufacturing industries in clay products. Although almost a straight road, the trip for the most part is over rolling country, offering some fine views of surrounding sections.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 461.)

- | | | |
|------|------|--|
| 0.0 | 0.0 | INDIANAPOLIS , Monument Circle. Go south 1 block on Meridian St. |
| 0.1 | 0.1 | Washington St. Turn right, follow trolley straight west past Capitol building (on right—0.3 m); cross RR. (0.4 m) and concrete bridge (0.7 m), running under RR. (1.6 m); cross RR. (1.8 m)—trolley leaves to the right (3.1 m); curve slightly right just beyond over long new concrete bridge. Caution for sharp left and right turn under RR. Avoid good road to the right (3.6 m).
(Route 237, "Indianapolis, Ind., to Rockville and Champaign, Ill.," leaves to right.)
Continue straight ahead on National Highway—avoiding good road to the right (5.6 m), follow telephone line straight through Bridgeport (9.0 m), crossing iron bridge just beyond, and RR. (10.0 m), direct to center of |
| 13.9 | 13.8 | PLAINFIELD . Continue straight through on principal street, cross large iron bridge (14.1 m). Caution for dangerous trolley crossing (15.0 m); straight through Belleville (18.7 m); avoid good road to the right (26.6 m). Continue on direct road through Stilesville (26.9 m); running downgrade into |
| 33.9 | 20.0 | MT. MERIDIAN . Continue straight through over rolling country on direct road; caution for downgrade, curving right across iron bridge (39.2 m); running upgrade just beyond. Caution for very narrow RR. bridge (39.9 m), running off same straight through Coatesville (40.1 m). Continue on direct road to . |
| 43.7 | 9.8 | MANHATTAN , 4-corners;
(Road to right leads to Greencastle .) |



Phone 79

Motorists and Aviators stop at

Phone 79

BUSH'S GARAGE, 220 National Avenue

The Old Pike

BRAZIL, INDIANA

The East Side of Town

STORAGE SUPPLIES**MACHINE SHOP****TIRE REPAIRS**

Continue straight through with telephone line, following direct road over rolling country.

45.8 2.1 Prominent 4-corners—telephone line divides—poor road ahead; turn square right, using **caution** for steep downgrade with bad water-bars, pass through covered wooden bridge to prominent left-hand road at

46.1 0.3 **REELSVILLE**, RR. straight ahead; turn square left, following main travel along tracks, curving right across same, and left just beyond on narrow road along bluffs, shortly running downgrade, re-crossing tracks (47.6 m). **Caution** for right turn across narrow RR. bridge (50.1 m), bearing left off same through covered wooden bridge (50.5 m), straight through **Harmony** (52.0 m) (trolley comes in from the right—53.2 m); follow same straight.

55.2 9.1 **BRAZIL.**

E. G. Bush's Garage, E. National Ave., **Stock Michelin Tires.**

Continue straight through on brick pavement, cross RRs. (55.5 m & 56.0 m); following trolley through **Turner** (58.4 m) and **Staunton** (60.9 m); cross RR. (61.3 m) to

62.8 7.6 **SEELEYSVILLE.** Continue straight through, still with trolley, crossing RRs. (63.0 m & 64.9 m); pass golf club (on right—66.7 m) and cemetery a short distance beyond, running down slight grade along RR. (67.8 m); pass amusement park (on left), running onto brick pavement (69.5 m); follow same to center of

70.5 7.7 **TERRE HAUTE**, Wabash & 7th Sts.

Haddon Hall Garage, 677 Ohio St.

For city map, see page 508. For diverging routes, see **Index map**, page 507.

For through connections, see **Trunk-line Index map**, front of book.

Route 237—Indianapolis, Ind., to Champaign, Ill.—137.2 m.

Route map, page 47

Reverse route, No. 87

Via **DANVILLE** and **ROCKVILLE**, IND., and **NEWMAN**, ILL. Good gravel roads all the way to Chrisman, Ill., over fairly rolling country in places. No bad spots. From Chrisman to Champaign is good dirt road in dry weather.

This route is a good variation to the more used route via Crawfordsville, Ind., and Danville, Ill.

MILEAGES

(For this and optional exits, see city map, page 461.)

Total Intermediate

0.0 0.0 **INDIANAPOLIS**, Monument Circle. Go south 1 block on Meridian St. to

0.1 0.1 **Washington St.**; turn right. Straight through trolley center, passing Capitol building (on right), cross RR. (0.5 m); cross iron bridge (0.9 m), running under RR. (1.6 m); cross RR. (1.8 m)—(brick ends, 1909—2.8 m); trolley leaves to the right just beyond, bear slightly right



..Open Day and Night..

E. J. Coleman's Garage Rockville, Ind.

South Side of Public Square

STORAGE, SUPPLIES

Machine Shop in Connection.

Steam Vulcanizer.

Phone No. 19

Motorists Official Headquarters

NEW CENTRAL HOTEL

W. S. DAUGHERTY, Prop.

One-half block east of Court House, **Rockville, Ind.** Rooms electrically lighted.
With and without bath. Special meals cooked to order. Chicken
Dinners our specialty at any hour for tourists. Tell your friends.

(3.2 m), cross iron bridge and new concrete bridge, turning left along RR. and right just beyond with main travel to

- 3.7 3.6 Right-hand diagonal road—(road straight ahead is National Road leading to Terre Haute); turn right, running under RR. just beyond, curving left (4.3 m)—trolley comes in from the right; follow same past schoolhouses (4.7 m & 7.5 m), between church and school on opposite sides of road (12.6 m); curve left away from trolley (13.5 m), bearing right upgrade (17.0 m)—trolley leaves to the right (18.2 m). Straight ahead downgrade (19.0 m) cross iron bridge to center of
- 19.7 16.0 **DANVILLE**—Court House on left; continue straight through on main street, passing schools (21.3 m & 23.4).
- 26.3 6.6 **WINCHESTER**. Continue straight through small town, follow telephone poles downgrade (2.8 m), pass school (on left—29.7 m), bearing left with road around cemetery; through two small fords (30.5 m & 31.1 m), follow winding but direct road over rolling country, with telephone poles all the way, pass church and school (on left—32.1 m), curving left with road just beyond. Go downgrade through covered wooden bridge, bearing right out of same, still with telephone poles. Road is direct to
- 35.5 9.2 **BAINBRIDGE**. Continue straight through, cross RR., pass church (on right—36.4 m); telephone poles leave to the right (37.7 m); pass schools (38.9 m & 41.1 m); church and cemetery on opposite sides of road (43.0 m), curving left with road (44.4 m), to
- 44.9 9.4 Prominent right-hand road—school a short distance to right; turn right, passing cemetery (on left—47.1 m), through covered wooden bridge (48.6 m), bearing right out of same upgrade, curving left into

- 49.5 4.6 **HOLLANDS.** Straight through, follow winding road through woods.
- 51.4 1.9 **BELLEVUE.** Straight through on direct road winding through woods most of the way, pass school (on left—53.4 m), through covered wooden bridge (54.9 m), cross RR. (56.0 m), running downgrade through covered wooden bridge. Straight ahead, cross RR. (57.9 m—station on left), center of
- 58.2 6.8 **ROCKVILLE**—Court House on left;
New Central Hotel. Coleman Garage.
(At this point intersect Routes 276 and 241, "Terre Haute Lafayette.")
Continue straight through, pass Court House. Road is direct to
- 62.3 4.1 Fork; turn right, following winding but direct road past coal-mine (on left); through covered wooden bridge (64.0 m), cross RRs. (65.1 m & 66.0 m). Straight ahead to
- 66.5 4.2 Prominent cross-road—Montezuma Machine Works on left;—river straight ahead; turn right to center of
- 67.1 0.6 **MONTEZUMA**—4-corners; turn left, cross long iron bridge over Wabash River. Follow along dike road, cross RR. bridge (67.9 m), curving left just beyond, up fairly heavy grade to
- 68.2 1.1 Prominent cross-road at top of grade; turn right with telephone, passing road (on left) just beyond; curving right to
- 68.9 0.7 4-corners; turn left, leaving telephone poles; bear right downgrade, pass schoolhouse (69.2 m)—(avoid road to left across RR.—69.5 m). Follow winding but direct road close to tracks most of the way for over 2 miles; pass school (on right—73.4 m); straight ahead, passing Dana over to the left (74.7 m), cross RR.—(grain elevator on left—76.2 m), pass schoolhouse (77.9 m), church and cemetery (79.3 m), bearing left with road (81.6 m), pass school (on right—82.0 m),
- 83.1 14.2 Right-hand road; turn right with poles on direct road to center of
- 84.6 1.5 **CHRISMAN, ILL.**, park on right; turn right at farther side of park; cross RR. just beyond, to
- 84.9 0.3 End of street; turn left, cross tracks. Road is straight, cross RR. (90.9 m), pass Metcalf over to the left (91.4 m) to
- 94.2 9.3 End of road; turn left, crossing RR., bearing right with road just beyond to center of
- 95.2 1.0 **HUME.** Straight through, cross RR.
- 95.8 0.6 End of road; turn left.
- 96.2 0.4 End of road; turn right, curving right with road (99.8 m).
- 100.1 3.9 End of road; turn left to next
- 101.4 1.3 Right-hand road; turn right and next left with main travel to

Route 238**Indianapolis Section**

- 101.8 0.4 **NEWMAN**, park on right; at farther side of park turn right 1 block, and then left 1 block, to
- 101.9 0.1 Prominent cross street; turn right on brick pavement, crossing RR.—station (on right). Straight out of town to
- 102.5 0.6 End of street; turn left—meeting telephone line.
- 104.7 2.2 4-corners—school on right; turn right to
- 106.7 2.0 4-corners; turn left, following main travel past school (on right—107.2 m).
- 108.6 1.9 4-corners; turn right to
- 109.6 1.0 4-corners; turn left, follow main travel, across RR. Straight through northern edge of **Villa Grove** (115.6 m); school (on right). Continue straight ahead past school (on right—118.7 m), to
- 119.5 9.9 Prominent cross-road—signboard on right; turn right, leaving telephone line. Road is straight north for over 15 miles; cross RR. (128.0 m).
- 135.2 15.7 Jog left and immediately right, shortly running onto brick pavement—1st St.—follow same to first paved cross street;
- 136.3 1.1 **Green St.** Turn left along RR. to second brick street beyond RR.
- 136.6 0.3 **Randolph St.** Turn right to
- 137.1 0.5 **Church St.**; turn right 1 block to center of
- 137.2 0.1 **CHAMPAIGN**, Church & Neal Sts.

Twin City Motor Co., 103 West Hill St., **Stock Michelin Tires.**

For city map, see page 207. For diverging routes, see **Index map**, page 46.

Route 238—Indianapolis, Ind., to Champaign, Ill.—126.1 m.

Route map, page 47

Reverse route, No. 87-A

Via Crawfordsville, Ind., and Danville, Ill., over level country most of the way, on good gravel roads.

Data for the first part of this route to Crawfordsville compiled for the First Annual Run of Indianapolis Automobile Owners.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 461.)

- 0.0 0.0 **INDIANAPOLIS**, Monument Circle.
Go north 1 block on Meridian St. to
- 0.1 0.1 **Ohio St.**, postoffice on farther right; turn left 1 block, where bear right on middle street—Indiana Ave.—follow same direct—avoiding right-hand street (0.5 m).
- 1.2 1.1 Fork, immediately beyond iron bridge; bear left, passing waterworks (on left), crossing RR. (1.8 m), curving left (2.4 m); cross Emmerichsville bridge, and continue straight ahead; cross RR. (3.9 m); passing “Speedway” over to the right (4.2 m); cross trolley and RR. (4.6 m).
- 5.5 4.3 Cross-road; bear right with main travel, crossing RR. (6.2 m) and trolley (7.9 m), going straight through **Clermont** (9.6 m); cross RR. and trolley (12.0 m); through **Brownsburg** (14.0 m). **Caution** for sharp curve, winding downgrade (16.1 m); follow winding but direct road through **Pittsboro** (17.8 m); going straight through town.
- 22.2 16.7 Prominent fork; bear left, passing through southern edge of **Lizton**.

The Crawford, CORNER MAIN AND GREEN STREETS CRAWFORDSVILLE, INDIANA

American Plan, \$2.50 and \$3.00 per day

A. B. JONES, Proprietor

Cummings Auto Co.

Crawfordsville, Ind.

Most Convenient and Best Equipped in Town

- 23.0 0.8 Fork; bear right, cross RR. and **dangerous** trolley (23.7 m); re-crossing trolley (26.3 m) and RR. a short distance beyond, going straight into
- 27.0 4.0 **JAMESTOWN.** Continue on same thorofare through town, curving right (31.1 m) across RR.
- 31.2 4.2 Fork just beyond RR.; turn left, continuing on direct road, cross RR. at **New Ross** (32.5 m);
- 32.9 1.7 Fork; turn left, cross trolley and RR. (33.1 m)—avoid all intersecting roads, going straight ahead through center of
- 38.6 5.7 **WHITESVILLE.** Continue on same thorofare, crossing RR. (38.9 m).
- 39.6 1.0 Prominent cross-road, large stone on right; turn right and follow winding but direct road. **Caution** for sharp right and left turns at foot of hill (40.5 m). (Avoid road to left—40.9 m.) **Dangerous** RR. crossing (43.6 m), taking right-hand road a short distance beyond.
- 44.2 4.6 Fork; bear left, going downhill to
- 44.7 0.5 Right-hand road at foot of grade; turn right, cross RR. to
- 45.2 0.5 4-corners; turn left on paved street alongside of car tracks;
- 45.5 0.3 Turn right with trolley through center of
- 45.6 0.1 **CRAWFORDSVILLE,** Court House on right.

The Crawford, Main & Green Sts.

Cummings Auto Co.

Albright Auto Co., 210 E. Market St., **Stock Michelin Tires.**

For diverging routes, see **Index map**, page 507.

Just beyond Court House turn left on Market St., passing Knights of Pythias building (on right), following Market St. to first road (on right); where turn right downgrade.

- 47.6 2.0 Left-hand road at top of hill; turn left $\frac{1}{2}$ mile.
- 48.1 0.5 Right-hand road; turn right, following main travel

Route 238

Indianapolis Section

- straight past **Wesley** (51.6 m), crossing RR. a short distance beyond, going straight through **Waynetown** (54.7 m) on direct road to
- 60.2 12.1 **HILLSBORO.** Continue straight through on same thoroughfare for about 4 miles.
- 64.1 3.9 4-corners; turn right $\frac{1}{2}$ mile;
- 64.6 0.5 Turn left, straight into
- 66.2 1.6 **VEEDERSBURG.** Cross RR., turning right and following main travel on angling northwest road; follow same.
- 66.6 0.4 Prominent left-hand road; turn left on direct road, cross RR. (73.2 m), follow main travel to center of
- 74.2 7.6 **COVINGTON, IND.,** Court House on right. Turn right around Court House for 4 blocks.
- 74.5 0.3 Prominent cross-street; turn left, crossing RR. and iron bridge, passing through covered wooden bridge just beyond; follow builtup road. Cross RR. (75.7 m), continuing straight ahead, passing cemetery (on left—75.9 m).
- 77.2 2.7 Fork; keep slightly right with telephone poles upgrade; follow main travel road almost straight west through diagonal cross-road (79.5 m), passing schools (on right—80.7 m & 83.0 m); cross RR. (83.3 m & 83.4 m), running onto brick pavement (84.7 m)—trolley comes in from the right. Pass Soldiers' Home (on left), bearing slightly left with trolley on Main St. (85.3 m); cross RR. (86.2 m & 86.8 m) to center of
- 87.0 9.8 **DANVILLE, ILL.,** Public Square.
 The Plaza, south side of Square.
 Robt. Holmes & Bros. Garage, 40 Hazel St.
 D. D. Snyder & Co., 238 W. Main St., **Stock Michelin Tires.**
 J. B. Chambers & Son, 27 Walnut St., **Stock Michelin Tires.**
 For shorter option to Champaign in dry weather, see Route No. 277.
 For city map, see page 213. For diverging routes, see **Index map**, page 46.
- Continue straight through on Main St. to
- 87.2 0.2 **Gilbert St.;** turn left on brick pavement away from trolley; cross long iron bridge just beyond turn—trolley comes in from the left; go up slight grade.
- 88.2 1.0 Right-hand road—trolley divides (road straight ahead goes under RR.). Turn right and follow trolley line across concrete bridge (89.0 m) on direct road.
- 93.1 4.9 4-corners; turn right with trolley straight through edge
- 93.2 0.1 **CATLIN**—trolley ends; continue on direct road, passing school (on left—97.6 m); cross RR. (98.6 m); follow main telephone line, avoiding all intersecting roads.
- 106.8 13.6 4-corners; turn right to center of
- 107.0 0.2 **HOMER,** 4-corners; turn square right at center of town, following trolley to
- 107.2 0.2 End of road (trolley leaves to the right); turn left, shortly curving right through covered wooden bridge and **immediately turn left**, following river road; bear right (109.9 m) to

Tourists! Stop!

With **E. V. KIRBY**, 108-112 N. Market St., **URBANA, ILLINOIS**

Storage . : Supplies . : Machine Shop . : Tire Repairing

If in trouble, phone me—4144 Automatic

- | | | |
|-------|-----|--|
| 110.6 | 3.4 | End of road; turn left, passing school (on left—111.1 m); cross RR. (112.9 m); jog right with road (115.8 m), curving left a short distance beyond. |
| 118.4 | 7.8 | End of road; turn right and next left 0.2 m beyond, curving right with road (121.1 m) to |
| 121.3 | 2.9 | Left-hand road; turn left with main travel (trolley comes in from the right just beyond turn); follow trolley across RR. (123.1 m) straight to center of |
| 123.3 | 2.0 | URBANA , Court House on left.
Kirby Garage, 108 N. Market St.
Go 1 block beyond Court House to |
| 123.4 | 0.1 | Race St. ; turn left for 2 blocks to |
| 123.6 | 0.2 | Green St. ; turn right, passing between buildings of Illinois University. |
| 124.5 | 0.9 | End of street, University Co-op straight ahead; jog left and immediately right still on Green St., continuing straight ahead under RR. (125.3 m). |
| 125.5 | 1.0 | Randolph St. (2nd brick street after RR. underpass); turn right to |
| 126.0 | 0.5 | Church St. ; turn right one block to center of |
| 126.1 | 0.1 | CHAMPAIGN , Neal & Church Sts. |

Twin City Motor Co., 103 West Hill St., **Stock Michelin Tires.**

For city map, see page 207. For diverging routes, see **Index map**, page 46.

Route 239—Crawfordsville, Ind., to Chicago, Ill.—173.4 m.

Route map, page 507

Reverse route, No. 14

Via Attica, Fowler and Crown Point. Practically all the way on gravel or stone roads with short stretches of sandy dirt which may be encountered, but which are not bad, and it is reported that all of these will be improved during the spring of 1911.

This route in connection with Route No. 238 from Indianapolis is a new and good option for travel between Indiana and Chicago. Although somewhat longer the greater part of the distance is through entirely different country and strangers will find it a very attractive drive. An added advantage is that it comes very close to a well-known health resort at Kramer a few miles north of Attica.

MILEAGES

Total Intermediate

0.0 0.0 **CRAWFORDSVILLE.**

From Court House (on right) go west 1 block, turning right 1 block and then left past Knights of Pythias Hall, following brick pavement.

- | | | |
|-----|-----|--|
| 0.5 | 0.5 | Turn right down rather sharp grade off of brick pavement; at foot of grade pass through covered wooden bridge. Go straight ahead on winding but direct road. |
| 2.1 | 1.6 | Fork; bear left, using caution for sharp left and right across iron bridge (3.9 m), straight through 4-corners (5.2 m). |
| 6.4 | 4.3 | Left-hand road; turn left, follow winding but direct road, jogging left and right around brick church (9.0 m). |

Route 239

Indianapolis Section

- 9.9 3.5 Right-hand road immediately after road turns left; turn right.
- 12.4 2.5 Just after crossing RR., take first left to center of
- 13.0 0.6 **NEW RICHMOND.** Keep straight ahead out of town, through 4-corners (16.0 m), passing cemetery (on right—16.1 m), following direct road, curving right into road from left (21.1 m), to center of
- 22.3 9.3 **NEWTON.** Brick store on right. Turn right, go almost straight north on direct road, curving left and right across iron bridge (25.2 m).
- 27.2 4.9 End of road; jog left and immediately right across small iron bridge.
- 28.2 1.0 End of road; brick house straight ahead; turn left, curving right through cross-roads (30.3 m), passing school (on left—32.0 m); bear left into road from the right (32.7 m).
- 33.1 4.9 **Perry St.;** turn right to center of
- 33.2 0.1 **ATTICA,** Perry & Mill Sts. Bank on farther left.
Westfall Auto Co., Main St., Stock Michelin Tires.
Turn left on Mill St., crossing RR. and long iron bridge, running upgrade (33.8 m).
- 33.9 0.7 4-corners, top of hill; turn right, crossing RR. just after turn, running through covered wooden bridge (34.2 m).
- 34.3 0.4 3-corners; bear left, follow winding but direct road, curving right across small iron bridge (34.8 m).
- 36.4 2.1 Prominent left-hand road.
See Note a for directions to Mudlavia Hotel and Hunter Springs Hotel at Kramer.
Continue straight ahead, taking care not to pass
- 40.2 3.8 Left-hand road; turn left with one line of telephone poles for 1 mile.
- 41.2 1.0 Turn right with poles for almost a mile.
- 42.3 1.1 4-corners; turn left, follow telephone poles with numerous right and left turns.
- 43.3 1.0 End of road; turn left.
- 44.2 0.9 End of road; turn right, still with poles, to center of
- 44.5 0.3 **RAINESVILLE.**
Continue straight through, crossing iron bridge (44.7 m), running upgrade just beyond. Follow telephone poles straight ahead.
- 47.9 3.4 Right-hand road just after road curves left; turn right, still with poles, continuing straight north through all cross-roads.
- 51.8 3.9 Prominent 4-corners immediately after crossing RR. At this point intersect Route No. 54, **Bloomington-Lafayette.** Continue straight ahead, crossing RR. (58.6 m) to center of
- 58.7 6.9 **FOWLER,** Main St.

The Mavity-Sleeper Co., Main St.

See Route No. 239-A for option via Brook, preferable in wet weather if improvements are not completed on this route through Kentland.

Motorists'**Storage
Supplies****Dixon & Company,****Headquarters****Repairs,
Tires
and Tubes****EARL PARK, IND.**

From center of town go straight north on stone road, following telephone lines. **Take care not to pass**

- 62.9 4.2 **Left-hand road**; turn left, leaving telephone poles.
- 67.5 4.6 Right-hand road; do not cross RR., turn right along tracks, passing station (on left) to center of
- 67.8 0.3 **EARL PARK.** Business center to the right.
Dixon & Co., Garage.
Continue straight ahead along tracks for about 2 blocks.
- 68.1 0.3 Irregular 4-corners at triangle; bear right, leaving tracks. Go straight north, following telephone line on gravel road.
- 72.7 4.6 Prominent 4-corners; turn left with poles 1 mile.
- 73.7 1.0 4-corners; school on right; turn right, following telephone poles with left and right turns.
- 74.8 1.1 Right-hand road just beyond school; turn right, crossing RR. to center of
- 75.0 0.2 **KENTLAND.** Court House on left.
Continue straight ahead, avoiding road to the right (75.8 m).
- 78.3 3.3 End of road; turn right and next left, still with poles, follow winding but direct road across iron bridge over Iroquois River (79.2 m), running onto dirt road just beyond.
- 81.9 3.6 Prominent 4-corners (road to the right comes in from Brook); turn left for $\frac{1}{2}$ mile.
- 82.4 0.5 Right-hand road—school on farther right; turn right, jog slightly left and right across iron bridge (83.1 m).
- 84.4 2.0 End of road; turn left across RR., taking next right, following telephone poles.
- 85.8 1.4 Jog left and immediately right through irregular 4-corners, continuing north on macadam road to eastern edge
- 88.2 2.4 **MOROCCO**—business center 2 blocks to the left.
Continue straight north on stone road.
- 93.1 4.9 End of road; turn right, passing school just after turn. Cross RR. at Enos Station (92.5).
- 93.7 0.6 First 4-corners beyond RR.; turn left.
- 95.0 1.3 End of road; turn right, curving left with road (95.4 m).

Route 239 A**Indianapolis Section**

- 97.2 2.2 Prominent 4-corners; turn right, shortly leaving stone road, follow along irrigation ditch to
- 102.6 5.4 End of road; turn left on sandy-dirt road.
- 104.4 1.8 Jog left and immediately right through irregular 4-corners, continuing straight north on stone road, crossing RR. (110.3 m) to center of small town of
- 110.6 6.2 **THAYER.** Route No. 271 from Lafayette comes in from right. For Crown Point and Chicago continue straight through Thayer, following Route No. 271 the remaining distance to Chicago.

Note a—For **Mudlavia Hotel** and **Hunter Springs Hotel**, from mileage (36.4) turn left and follow direct road with main travel curving right across small iron bridge (39.8 m) and left with road just beyond, taking next right, then left to center of **Kramer**.

Route 239A—Fowler to Morocco, Ind.—34.7 m.

Route map, page opposite

Reverse route, No. 149

Via Goodland and Brook. A little bit longer than the regular route, but fully as good roads and better, if improvements are not made north of Earl Park. Also convenient to tourists wishing to reach Geo. Ade's residence east of Brook.

MILEAGES
Total Intermediate

0.0 0.0 **FOWLER**, Main St.

Continue straight ahead through town, following stone road direct north.

- 7.3 7.3 Prominent 4-corners; turn right with main travel.
- 8.8 1.5 Left-hand road; turn left with one line of telephone poles.
- 12.0 3.2 4-corners; turn right across RR. to center of
- 12.2 0.2 **GOODLAND**—Bank on farther right.
See **Note a** for connection to Remington.
- Turn left, crossing another RR., going straight out of town.
- 13.4 1.2 4-corners; turn right, following stone road.
- 13.8 0.4 End of road; turn left, continuing straight north on good stone road.
- 20.2 6.4 End of road; turn left, crossing RR. at **Foreman** (20.8 m). Pass home of George Ade (on right—22.1 m), continuing straight ahead to center of
- 24.4 4.2 **BROOK.** Turn square right, continuing north on good stone road.
- 27.6 3.2 Jog right and immediately left through irregular 4-corners, running onto stretch of sandy dirt road (this may be improved for 1911).
- 28.7 1.1 4-corners; turn left, shortly running onto stone road again.
- 31.6 2.9 Right-hand road; turn right, following macadam.
- 32.6 1.0 End of road; turn left, crossing RR. (34.0 m) to first
- 34.4 1.8 4-corners; turn right, crossing RR. to western edge of
- 34.7 0.3 **MOROCCO**—business center 2 blocks to the left.

Note a—Goodland to Remington. From center of town at bank (on right) turn left across RR., taking next right by turning right at church and going straight east on macadam road for 7.3 miles to northern edge of Remington. Route No. 11 to Lafayette comes in from the left and goes straight ahead to Woleott.

Indiana Index Map



The numbers on routes refer to corresponding route numbers shown at top of each page. Number in circles refer to page number of city map which is placed at head of corresponding section.

TERRE HAUTE SECTION

ROUTES 241 TO 250.

Route Center—The intersection of Wabash & 7th Sts. has been taken as the starting point for all routes, as we believe that it will be found most convenient for all tourists, and Wabash St. is on the route of the National Highway through the city.

Points of Interest—Terre Haute is a busy industrial city, its manufacturing interests comprising distilleries, breweries, steel mills, paper mills and glass factories. Being close to extensive soft coal fields, fuel is easily and cheaply obtainable. The Rose Polytechnic Institute is located here.

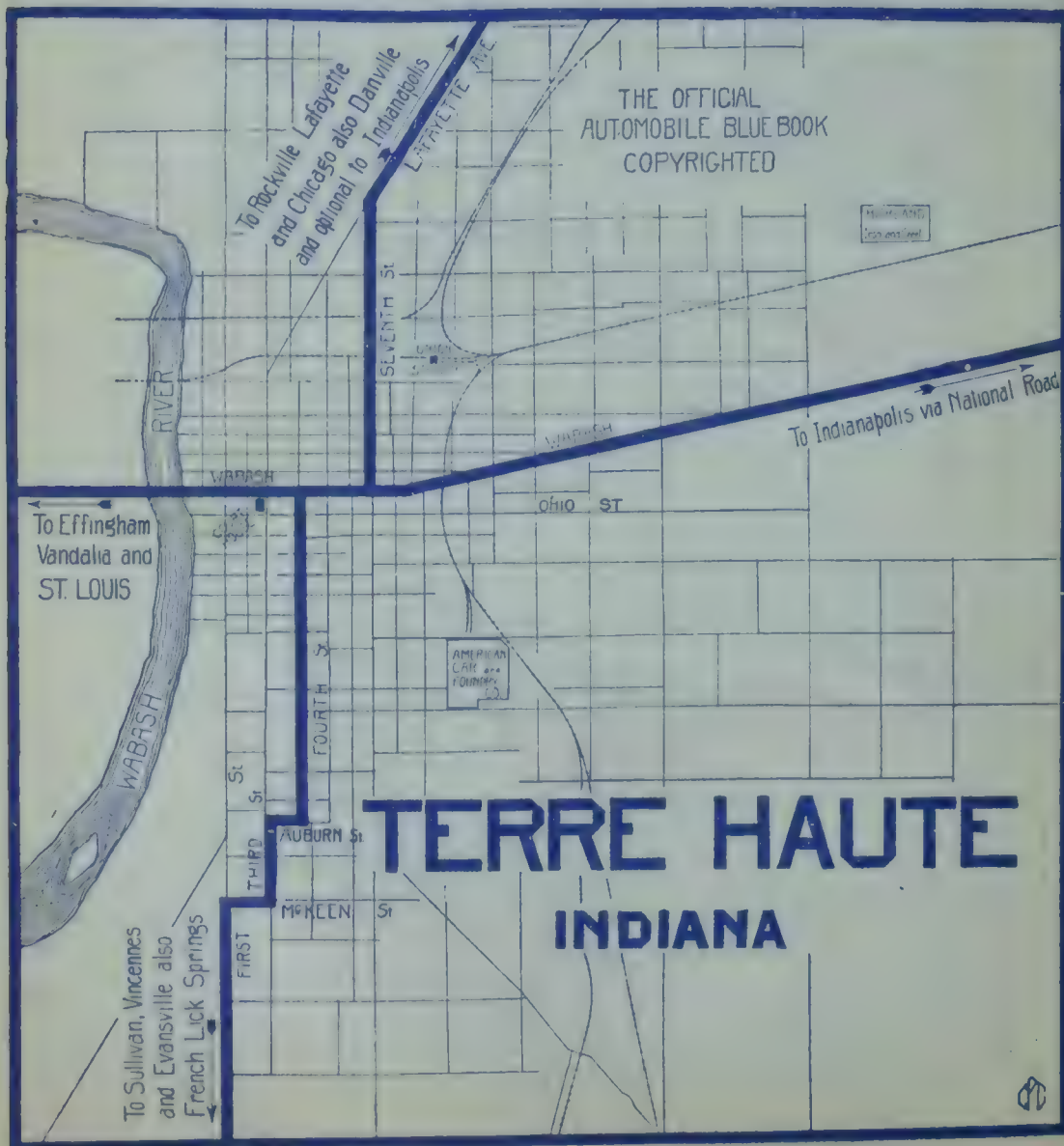
The Haddon Hall Garage

Frank P. Fox, Prop.

*Automobiles and Everything
that Belongs to Them*

813 to 817 Ohio St.

Terre Haute, - - Indiana



Route 241—Terre Haute to Lafayette, Ind.—87.1 m.

Route map, page 507

Reverse route, No. 276

Via **ROCKVILLE** and **CRAWFORDSVILLE**. Good gravel road practically all the way.

Descriptive Outline—Going almost straight north out of Terre Haute, route is on fine roads over beautiful rolling country. Three miles east of **Rockville** is located the Indiana State Tuberculosis Hospital. At Turkey Run, in the vicinity of the same town, is a popular summer resort. At the time of going to press we have been unable to obtain any detailed information regarding some peculiar formations locally known as "The Shades of Death," which are on this route between Rockville and Crawfordsville. The rock formations at this point are very peculiar and hours may be spent exploring the vicinity. **Crawfordsville** was the former home of General Lew Wallace and is the location of Wabash College. It is quite a literary center, and takes great pride in its college, public schools and literary clubs. Montgomery County, named after General Richard Montgomery, was originally the home of numerous Indian tribes, many traces of which are still found in the nearby valleys and hills.

MILEAGES

Total Intermediate

- | | | |
|------|-----|--|
| 0.0 | 0.0 | TERRE HAUTE , Wabash & 7th Sts. Go north on 7th St., cross RRs. and continue to first diagonal street (on right)—Lafayette St.—(1.0 m). Bear right. Road is straight; cross bridge (2.4 m), cross RR. (3.2 m); continue ahead through hamlet of |
| 4.7 | 4.7 | ELLSWORTH . Cross bridge (10.3 m). At jog in road—red brick power station—(10.4 m), turn abruptly right across RR. at |
| 10.8 | 6.1 | ATHERTON . Turn immediately left on gravel road; at end of gravel (14.2 m) turn right; follow gravel, turning left on first road on left (15.5 m); continue ahead, making right jog (16.6 m). Continue on winding road, caution for steep winding grade. At bottom of hill turn left (17.8 m); cross RR. viaduct (18.3 m) and pass under RR. (18.6 m). Continue on winding road to store buildings and hotel (20.4 m), |
| 20.5 | 9.7 | MECCA . Turn right 1 block to saloon building (on left); angle left, cross RR. (20.8 m); cross covered bridge (20.9 m), and bear left; at first road (on right) turn right (21.0 m). Ascend hill. At end of road bear left (22.4 m). At forks (22.5 m) keep right; cross bridge (23.4 m). At forks (25.7 m) continue left with gravel. At (27.1 m) turn right to |
| 27.4 | 6.9 | ROCKVILLE . At Court House.
New Central Hotel. Coleman Garage.
Turn left 1 block to Ohio St., where turn right and continue east; cross RR. (27.8 m); pass under RR. (30.1 m); cross bridge (30.2 m). At forks keep right (31.7 m); bear left at RR. (32.8 m); continue to RR. at |
| 34.6 | 7.2 | JUDSON . Turn left 1 block, then right, cross RR. Continue to small bridge, after crossing same bear left on first road; cross RR. (36.8 m). Continue to depot (on right), |
| 37.2 | 2.6 | GUION . Keep right, passing under RR. viaduct; continue to first cross-road—white school (on left—37.5 m). Turn right, cross RR. and continue straight ahead to |

Route 242

Terre Haute Section

- hamlet of Millington (40.5 m); turn left and follow winding road, bearing left to
- 42.8 5.6 **WAVELAND.** Keep ahead, pass red brick store buildings on Main St. Go 2 blocks to Cross St. and turn right; continue to end of street and turn left (43.2 m). At (43.3 m) turn right. Follow winding road, cross RR. (43.6 m) and (44.2 m). Road bears right (44.7 m). Cross RR. and immediately bear left to first road, turning left through
- 54.3 11.5 **BROWNS VALLEY.** Straight ahead with poles; at end of road (46.5 m) turn left with poles; continue to (50.3 m) and turn right with same. (This turn is made necessary on account of bridge being out ahead.) Continue straight ahead, cross RR. at
- 51.9 7.6 **NEWMARKET.** Keep ahead, cross small bridge; at first cross-road beyond bridge (52.9 m), turn left. Continue straight on, cross RR. (54.8 m). At first street (on right)—Chestnut St.—green cottage (on left—58.5 m), turn right. Go 2 blocks, and turn left; continue to Court House,
- 59.2 7.3 **CRAWFORDSVILLE.**
 The Crawford, Main & Green Sts.
 Cummings Auto Co.
 Albright Auto Co., 210 E. Market St., **Stock Michelin Tires.**
 Go 1 block beyond Court House, turn left on Market St.—go one block to diagonal street (on right) and bear right; continue through covered bridge (60.1 m). At forks (61.1 m) bear left. Cross bridge (65.3 m). Continue to end of road and turn right with poles (71.7 m). Cross RR. (72.5 m). At end of road turn left (72.9 m). Cross bridge (74.5 m).
- 74.8 15.6 **ROMNEY.** Cross bridge (76.2 m); cross bridges (82.5 m & 83.2 m). At end of road (84.8 m) jog right. Road passes under RR. and crosses RR. (85.2 m). Cross bridge (85.4 m), bear left across RR. at depot; continue to second trolley line and turn right on Main St. to center of
- 87.1 12.3 **LAFAYETTE,** Court House, Main & 4th Sts.
 St. Nicholas Hotel, Main & Second Sts.
 Lafayette Auto Co., 110 Fifth St.
 Star Garage, 247 Main St. Levee.
 Red Wharf Co., West End Main St. Bridge, **Stock Michelin Tires.**
 For city map, see page 535. For diverging routes, see **Index map**, page 507.

Route 242—Terre Haute, to Indianapolis, Ind.—70.5 m.

Route map, page 379

Reverse route, No. 236

Via **BRAZIL** on old National Highway. Gravel or stone road all the way. Generally level country with some rolling sections, and one fairly steep hill at **REELS**.

MILEAGES
 Total Intermediate

(For this and optional exits, see city map, page 508.)

- 0.0 0.0 **TERRE HAUTE,** Wabash & 7th Sts. Go east on Wabash St., following trolley, cross RR. (0.2 m), pass amusement park (on right—1.8 m), running under RR. (2.7 m), running up slight grade past cemetery (on left—3.1 m) and

golf grounds (3.8 m). Road is straight east, cross RRs. (5.6 m & 7.5 m).

- 7.7 7.7 **SEELEYVILLE.** Continue straight through, with trolley, across RR. (9.2 m).
- 9.6 1.9 **STAUNTON.** Continue straight through, following trolley through **Turner** (12.1 m); cross RR. (14.5 m), running onto brick pavement, follow same across RR. (15.0 m) to
- 15.3 5.7 **BRAZIL.**
- E. G. Bush's Garage, E. National Ave., Stock Michelin Tires.
- Continue straight through on Main St.—trolley leaves to the left (17.3 m). Straight through **Harmony** (18.5 m); through covered wooden bridge (20.0 m); **caution** for sharp right turn upgrade over RR. bridge (20.4 m), bearing right just beyond; follow direct road—**caution** for dangerous RR. crossing (22.9 m), running upgrade just beyond, following narrow winding road along bluffs, curving right across RR. (23.7 m).
- 24.4 9.1 **REELS.** Turn square right. **Caution** for heavy upgrade with bad waterbars just after covered wooden bridge.
- 24.7 0.3 Prominent 4-corners just beyond top of hill; turn left with good macadam, following telephone poles through
- 26.8 2.1 **MANHATTAN.** (Road to the left leads to **Greencastle**.) Continue straight through on same thorofare, following telephone poles through **Coatesville** (30.4 m); **caution** for narrow RR. bridge (30.6 m). Road is over rolling country. **Caution** for long downgrade winding to the left at bottom. Cross iron bridge (31.3 m); continue direct.
- 36.5 9.7 **MT. MERIDIAN.** Straight through, still with poles, running through **Stilesville** (43.6 m); avoiding good road to the left (43.9 m). Straight through prominent 4-corners (49.8 m). Continue through **Bellville** (51.8 m); **caution** for dangerous trolley crossing (55.5 m); crossing large iron bridge (56.4 m) to center of
- 56.6 20.1 **PLAINFIELD.** Straight through on principal street, cross RR. (60.5 m); continue straight through **Bridgeport** (61.5 m)—avoid good road to the right. Through diagonal cross-road (64.9 m). **Caution** for sharp left and right turn under RR. (67.2 m), crossing long concrete bridge just beyond; running onto Washington St. (trolley comes in from the left); follow same straight ahead onto brick pavement (67.7 m), crossing RR. (68.7 m), running under RR. just beyond; pass capital (on left—70.2 m).
- 70.4 13.8 **Meridian St.** One block beyond trolley center, turn left to
- 70.5 0.1 **INDIANAPOLIS, IND.,** Monument Circle.

The New Denison Hotel, Ohio & Pennsylvania Sts.

Hotel English, West side of "Circle."

The Claypool Hotel.

Meridian Auto Co., 724 N. Meridian St.

Fox Garage, 516 N. Capitol Ave.

Indiana Auto Co., 323 Mass Ave., Stock Michelin Tires.

The Guarantee Tire & Rubber Co., 208 Illinois St., Stock Michelin Tires.

For city map, see page 461. For diverging routes, see Index map, page 507.

Route 244

Terre Haute Section

Route 244—Terre Haute to Vincennes—63 m.

Route map, page 507

Reverse route, No. 251

*Via SULLIVAN; good gravel road all the way, over level country.*MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 508.)

0.0	0.0	TERRE HAUTE ,—Wabash & 7th Sts. Start west with trolley on Wabash St. to
0.3	0.3	4th St. ; turn left, follow same straight south to
1.4	1.1	Auburn St. ; turn right on pavement 1 block to
1.6	0.2	3rd St. ; turn left to
1.8	0.2	McKeen St. ; turn right to
1.9	0.1	1st St. ; turn left, follow same across RRs. (2.0 m & 2.4 m) to
4.6	2.7	Right-hand road; turn right on winding but direct road, bearing left just after crossing iron bridge (5.4 m).
8.0	3.4	Jog right and immediately left; road is almost due south for over 18 miles; bear right and left past cemetery (14.0 m, 15.0 m & 17.7 m), pass church (19.3 m) and school (19.9 m) to
20.9	12.9	End of road; jog left and immediately right, pass brick school (21.8 m) and wooden school (23.8 m) to
26.6	5.7	4-corners—(brick school on left). Turn left to
27.1	0.5	Right-hand road just after crossing iron bridge; turn right and follow telephone line with left curve on to Graysville St., which follow to
27.8	0.7	End of street; turn right on Main St., with trolley to center of
28.1	0.3	SULLIVAN ,—Court House on left. Sullivan Auto & Machine Co., E. Wash. St., Stock Michelin Tires. Straight on, cross RR. (28.7 m) (station on left), to end of road; turn right, and left just beyond, pass school (on left—30.1 m) to
31.8	3.7	End of road; turn left, bearing right after crossing iron bridge (32.3 m), turn left with telephone wires (33.0 m) to first
33.1	1.3	Right-hand road, just after crossing RR.; turn right to
34.2	1.1	PAXTON . Straight through, bearing right and left across RR. (34.3 m) to
34.8	0.6	End of road; turn right, and immediately left, pass church and cemetery, follow RR. tracks, crossing same (37.5 m) to
37.9	3.1	End of road; turn left to next
38.0	0.1	Right-hand street; turn right, pass large brick school, to center of
38.2	0.2	CARLISLE ,—brick block on right. Turn left 1 block to
38.3	0.1	4-corners, turn right and follow telephone line to
40.7	2.4	End of road; turn right, cross small iron bridge, follow direct but winding road for a short distance; avoiding all intersecting roads; pass Oaktown to the left (45.1 m), straight on to
46.0	5.3	Left-hand road; turn left with telephone wires, to next

Terre Haute Section

Route 246

- 46.2 0.2 Right-hand road (road straight ahead goes to Parker); turn right, bearing left with wires (46.9 m) to
- 47.7 1.5 End of road; turn left, cross RR. at **Busseron** station to
- 48.0 0.3 End of road; turn right, pass church (on left), follow telephone line to
- 51.2 3.2 Left-hand road;—just after crossing bridge and bearing slightly right; turn left—(telephone line divides) to
- 52.8 1.6 Fork; turn left with telephone line to center of
- 53.8 1.0 **BRUCEVILLE**; turn square right, down slight grade, bearing left and right, cross RR. (54.3 m) and follow direct road, bearing left (56.2 m), to
- 56.5 2.7 Right-hand road; turn right, follow winding but direct road, pass cemetery (on right—58.2 m), cross RR. (60.6 m) on Fairgrounds Ave. (Lakewood Park on left); follow trolley line across RR. (62.1 m), bearing left to 7th St. (62.3 m), pass Court House (62.7 m) to
- 62.8 6.3 Main St.; turn right with trolleys, to center of
- 63.0 0.2 **VINCENNES**—Main & Second Sts.

Johnson Auto Co., Main & Second Sts., Stock Michelin Tires.

For city map, see page 519. For diverging routes, see Index map, page 507.

Route 246—Terre Haute, Ind., to St. Louis, Mo.—173.1 m.

Route map, page 514

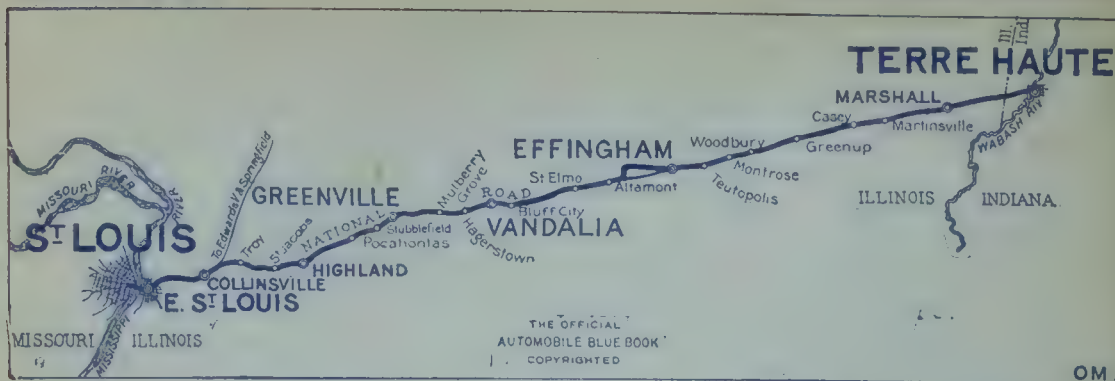
Reverse route, No. 605

Via Marshall, Effingham, Vandalia and Collinsville. Over the old National road most of the way. Level country to Vandalia, with some rolling stretches beyond. Roads about equally divided between clay, dirt and sand, with short stretches of stone pike. Not advisable in bad weather.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 508.)

- 0.0 0.0 **TERRE HAUTE**, Wabash & 7th Sts.
Go west on Wabash St., passing Court House (on left —0.4 m), crossing 2 RRs, just beyond, and long iron bridge over Wabash River; follow trolley on brick pavement to
- 2.1 2.1 Prominent left-hand street; turn right, follow direct road, curving left cross iron bridge (3.1 m); road is direct through **Cohn** (13.8 m) passing through covered wooden bridge (14.4 m); follow telephone poles across RR. (16.1 m)—station on right; to center of
- 16.8 14.7 **MARSHALL, ILL.** Court House on left. Continue straight through on main street running down long winding grade through covered wooden bridge at the bottom (19.0 m); follow winding but direct road curving left up grade (21.4 m). Straight through **Clarks** (21.8 m); caution for small ford just after crossing RR. (26.9 m), bearing right just beyond, to center of
- 27.6 10.8 **MARTINSVILLE.** Continue straight through on principal street, running between oil tanks of the Ohio Oil Co. (28.5 m); down grade across iron bridge (29.7 m), ascending corresponding grade just beyond; pass **Oak Leaf** station (on left 31.7 m); running onto macadam, follow same
- 33.9 6.3 **CASEY.** Continue straight on across RR. (macadam ends 34.9 m—1909). Follow telephone poles past **Vevay**



- Park station (on left 37.5 m). **Caution** for bad ditch at iron bridge (39.8 m). Road is direct to
- 43.7 9.8 **GREENUP**—park on left. Straight through, shortly bearing left down long grade, curving right at bottom of grade across RR. (44.2 m); cross iron bridge over Ambrose River (45.1 m). **Caution** for rocky up grade just beyond; pass **Jewett** station (on left 48.9 m); continue straight ahead within sight of tracks most of the way, winding to the right across iron bridge (50.7 m); curving left through narrow cut just beyond. **Caution** for 2 bad stumps in road (51.4 m); pass **Woodbury** station (on left—52.0 m).
- 52.1 8.4 End of road; turn left across RR., curving right along tracks, recrossing same (52.5 m). Straight ahead, pass **Montrose** station (on left—56.8 m); follow telephone poles to
- 62.1 10.0 **TEUTOPOLIS**. Continue straight through running down long grade, cross iron bridge (65.0 m), up corresponding grade; follow main travel straight ahead to center of
- 66.0 3.9 **EFFINGHAM**.
Auto Inn, 611 Center St.
A short distance beyond business center cross RR. and immediately turn left along tracks, to
- 66.3 0.3 End of street; turn right away from RR. on brick pavement, crossing abandoned RR. (66.7 m); (pavement ends (1909) just beyond); follow winding but direct road, running down grade (68.1 m), cross prominent iron bridge (68.6 m);
- 69.2 2.9 Left-hand road; turn left, cross iron bridge, curving right, winding up grade (69.9 m);
- 70.1 0.9 End of road; turn right, curving left just beyond with main travel;
- 72.3 2.2 Prominent crossroad—2 mail boxes on left; turn left to next
- 73.1 0.8 Right-hand road; turn right, shortly running down grade, following winding road through woods;
- 74.1 1.0 Prominent right-hand road; turn right to
- 74.8 0.7 End of road—fine white farm house straight ahead; turn left curving right with road (75.3 m);
- 75.5 0.7 Left-hand road; turn left, passing white church (on

AUTO OILS

BOTH PHONES—BELL

AUTO SUPPLIES

Tourists
Headquarters

S. & B. W. PERKINS

Buick
Automobiles**Garage and Machine Shop**

203 North 5th Street

Vandalia, Illinois

- right 76.2 m) cross RR. at **Dexter Station** just beyond.
- 76.6 1.1 Prominent 4-corners—small farm house on right; turn right on old National Road,—meeting telephone line, follow same to
- 79.4 2.8 Prominent fork, bearing left with poles—pass center of **Altamont** (on right—80.4 m); cross RR. just beyond, cross RR. (86.0 m) on southern edge of **St. Elmo**; pass cemetery (on left 86.5 m); straight ahead through small town of **Bluffs City** (97.5 m) crossing 4 iron bridges, same thoroughfare becoming Galetine St., which follow.
- 100.2 20.8 **VANDALIA**—hotel on left;
Perkins Garage, 203 N. Fifth St.
Go 1 block beyond hotel, turning square left across RR. on 6th St., for 2 blocks, to
- 100.4 0.2 **Edward St.**; turn right 1 block to
- 100.5 0.1 **7th St.**; turn left with main travel, for 1 block
- 100.6 0.1 **South St.**; turn right—meeting telephone line, follow same on direct road. **Caution** for sharp left and right turn (102.2 m) to left-hand road on edge of
- 104.5 3.9 **HAGERSTOWN**; turn left and right just beyond, following main travel straight through town, jogging left and right (104.8 m) (pass road on right 106.4 m); bear slightly left with double telephone line, shortly winding through woods, curving right across iron bridge, running along RR. tracks to
- 109.4 4.9 End of road; turn left away from tracks, curving right just beyond; running up grade over RR. bridge (110.2 m), to
- 110.5 1.1 Prominent left-hand road; turn left with poles, bearing left with road (111.2 m) to center of
- 111.3 0.8 **MULBERRY**—small hotel on left; turn square right—avoiding poor road to the left (113.2 m). **Caution** for bad hole at bridge (113.5 m);
- 115.3 4.0 End of road; turn left with poles to next
- 115.9 0.6 Right-hand road; turn right, still with poles, cross RR. (116.2 m)—avoiding road to the left (119.4 m); follow main travel, and just after road curves left running down slight grade to
- 119.9 4.0 4-corners; turn right and left just beyond at livery stable to Court House, center of
- 120.0 0.1 **GREENVILLE**; turn square right, passing Court House (on left) following brick pavement to end;
- 120.2 0.2 Left-hand street just beyond end of brick pavement; turn sharp left to

Route 246**Terre Haute Section**

- 120.8 0.6 Prominent 4-corners; turn square right and left with road just beyond, following telephone poles straight ahead; cross RR. (122.7 m); bear right along tracks, curving left away from same just beyond; turn right (123.1 m), crossing RR. a short distance beyond following telephone poles on winding but direct road;
- 124.0 3.2 Prominent fork just after running down grade; curve right with poles, passing **Stubblefield** station (on left—124.9 m); continue straight ahead on direct road. **Caution** for bad ditch (127.2 m);
- 127.4 3.4 End of road; turn left down grade, follow winding but direct road over a number of bridges to park in
- 129.5 2.1 **POCAHONTAS**. Turn left, passing park (on right) for 3 blocks;
- 129.7 0.2 Right-hand street; turn right, poles come in from the right a short distance beyond, follow same.
- 133.4 3.7 Fork; bear left with poles, running through small valley, cross iron bridge (136.6 m)—(4-arm telephone poles leave to the right 138.0 m). Continue straight ahead across RR. (138.5 m).
- 139.0 5.6 Jog left and immediately right, with main travel, past St. Joseph's Hospital (on left);
- 139.2 0.2 Prominent cross street—saloon on right; turn left 2 blocks on main street to
- 139.4 0.2 **HIGHLAND**; turn right, straight through center of town, passing brick school (on right);
- 139.9 0.5 Prominent cross street—lumber yard on left; turn left, curving right with main travel, passing grist mill (on right) bearing left on good macadam, follow same straight ahead—(macadam ends 141.1 m—1909).
- 141.7 1.8 Right-hand road; turn right with poles; jog left and immediately right (142.9 m), following telephone poles straight through **St. Jacobs** (146.2 m), bearing right and left across RR. (148.0 m); follow winding but direct road.
- 150.5 8.8 Jog right and immediately left, follow telephone poles,
- 152.6 2.1 Fork; bear left and follow narrow street straight through edge of **Troy** (meeting telephone line again a short distance beyond). Cross RR. (155.5 m) continue on direct road—(trolley comes in from the right 157.0 m).

(Route 83, "Springfield, Ill., to St. Louis, Mo.," comes in from the right.)

Follow trolley on direct road, same thoroughfare becoming Vandalia St.;

READ CAREFULLY the article printed on front of Trunk Line Chart, **How to Use the Blue Book**. Great improvements have been made in this edition, and an understanding of the general arrangement of routes and the indexing by maps is essential to the proper use of the Guide.

Terre Haute Section

Route 247

- 160.1 7.5 Curving left onto brick pavement (159.8 m). Jog right and immediately left on Vandalia St. to center of (trolleys leave to the right and left)
- 160.2 0.1 **COLLINSVILLE**, Main & Vandalia Sts.; turn right on Main St., follow trolley
- 160.8 0.6 Prominent left-hand street—St. Louis Road; turn left with trolleys, following same; curve right down long grade (161.9 m) bearing slightly left at the bottom past small power station, running onto old stone dike 165.0 m) (trolley leaves to the left—168.5 m); cross iron bridge just beyond; turn left over 2 RRs. to
- 168.7 7.9 4-corners immediately beyond second RR.; turn right with main travel, crossing RR. (168.9 m & 169.0 m), running under trolley (169.2 m), same thoroughfare becoming 9th St., which follow across RR. (169.6 m) to
- 169.8 1.1 End of street—brick laundry building straight ahead; jog right and immediately left, still on 9th St.; pass 2 large high schools (on left—170.1 m) to
- 170.6 0.8 **Missouri Ave.** (trolley line); turn right following trolleys straight ahead to City Hall in
- 171.2 0.6 **E. ST. LOUIS**; turn left on 3rd St. for 1 block;
- 171.3 0.1 **Broadway**; turn right up grade over RR. bridge, running under RR. (171.7 m); immediately turn left onto bridge over Mississippi River—(toll 20c to 30c)—cross bridge, running off western end onto Washington St.; follow same straight ahead across Broadway to business center (172.7 m).
- 173.1 1.8 **ST. LOUIS**, Washington & 12th Sts.

St. Louis Taxicab Co., 12th & Chestnut.

Haynes Automobile Co., 4123 Olive St., Stock Michelin Tires.

For city map, see page 968.

For through connections, see **Trunk-line Index map**, back of book.

Route 247—Terre Haute, Ind., to Champaign, Ill.—96.5 m.

Route map, page 46

Reverse route, No. 88

Via Perrysville and Danville. By far the larger part of the distance on good gravel roads.

This route not completely revised for 1911. We believe tourists will have no trouble in following same to Danville, where two excellent routes are offered to Champaign.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 508.)

- 0.0 0.0 **TERRE HAUTE**, Wabash & 7th Sts. Go north on 7th St., crossing RRs. Continue ahead to first diagonal street (on right—1.0 m)—Lafayette Ave., where bear right and continue straight ahead; cross bridge (2.0 m), cross RR. (3.2 m); keep straight ahead through hamlet of
- 4.7 4.7 **ELLSWORTH**. Cross bridge (5.0 m), make slight jog right at red brick trolley station setting in road (10.2 m); —trolley leaves road (12.0 m); at (13.9 m) bear right and turn left on first road. Continue ahead across Wabash bottoms, bearing left under RR. (14.3 m). Keep ahead

Route 251

Vincennes Section

- and turn right, crossing Wabash River bridge. Keep ahead with trolley and turn right on Main St.
- 15.9 11.2 **CLINTON.** Continue straight ahead on Main St., crossing RR. at depot. Pass cemetery (on right), across RR. (19.2 m); descend hill (23.2 m), keeping left at foot of hill; cross 2 bridges (23.4 m); cross RR. (23.7 m), descend hill (23.8 m); bear left (24.3 m). Continue ahead and use care in descending hills (31.1 m). Keep ahead to Court House,
- 31.3 15.4 **NEWPORT.** Turn left 1 block; turn right and keep ahead, bearing slightly left, cross covered bridge and bear left to end of road (34.2 m). Turn right and follow poles, past Old People's Home—large red brick buildings (on right—35.3 m); follow poles left to
- 36.2 4.9 End of road; turn right, cross RRs. (39.5 m & 37.8 m); turn left at first corner, passing stores, and bearing left across RR. at
- 37.9 1.7 **CAYUGA.** Keep with poles, turning right (38.3 m). Continue ahead, passing through hamlet of **Eugene** (39.7 m). Cross covered bridge (39.9 m). At forks (40.0 m), keep to right; continue to school (on right) just before cross-road—(grove of trees at corner—43.7 m). Turn right and continue to first road (on left). Turn left (44.7 m). Straight ahead to RR. crossing at depot, and immediately bear left.
- 46.0 8.1 **PERRYSVILLE.** At end of road turn left, crossing RR. Keep ahead to covered bridges (46.4 m & 46.7 m), cross and continue ahead; keep right at fork (47.7 m). Cross RR. (51.1 m). Continue ahead and keep right; descend hill and cross bridges (53.7 m & 55.1 m). Follow main traveled road, bearing right on Buchanan St. Keep straight ahead to Main St., and turn left; continue to
- 57.5 11.5 **DANVILLE, ILL.,** Public Square.

The Plaza, south side of Square.

Robt. Holmes & Bros. Garage, 40 Hazel St.

D. D. Snyder & Co., 238 W. Main St., Stock Michelin Tires.

J. B. Chambers & Son, 27 Walnut St., Stock Michelin Tires.

For city map, see page 213. For diverging routes, see **Index map**, page 46.

For here to Champaign there are two routes; for the longer but with gravel and best in wet weather see Route No. 238. For shorter way see Route No. 277.

Route 251—Vincennes to Terre Haute—63 m.

Route map, page 507

Reverse route, No. 244

Via SULLIVAN; good gravel road all the way over level country.

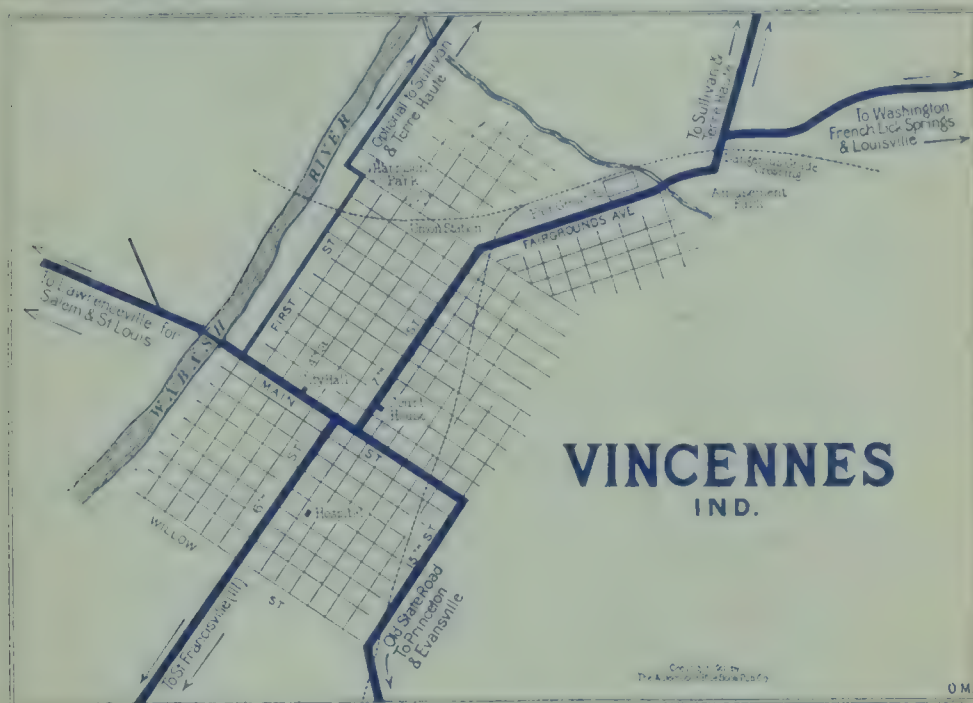
MILEAGES
Total Intermediate

- 0.0 0.0 **VINCENNES.** Main & Second Sts.,—City Hall on left. Start east on Main St. to
- 0.2 0.2 **7th St.**; turn left with trolleys, pass Court House (on right—0.3 m) to
- 0.7 0.5 5-corners; bear right with trolley on Fairgrounds Ave., cross RR. (0.9 m), pass fairgrounds (on left—2.0 m)—

Johnson's Fireproof Garage

Cor. Main and 2d Sts., VINCENNES, IND.

Phone 700



trolleys leave to the right at Lakewood Park (2.4 m); straight on, cross RR.—(avoiding road to the right just beyond).

This road leads to Louisville, French Lick and points in southern Indiana—route No. 252.

Road is winding in places but direct; pass cemetery (on left—4.8 m) to

- | | | |
|------|-----|---|
| 6.5 | 5.8 | End of road; turn left, bearing right with road (6.8 m), follow direct road running along RR. (7.7 m), crossing same (8.7 m) to center of |
| 9.2 | 2.7 | BRUCEVILLE ; 4-corners at top of grade; turn square left, follow telephone line, bearing right (10.2 m); follow direct road—avoiding all intersecting roads—use caution not to pass |
| 14.9 | 5.7 | 4-corners, just after passing church (on right); turn left, cross RR. at Busseron station; bear right and then left to |
| 15.3 | 0.4 | Right-hand road; turn right with telephone line, to |
| 16.1 | 0.8 | Irregular 4-corners; bear right with poles, following same. |
| 17.0 | 0.9 | End of road; turn right, still with poles; pass road to right (17.6 m) by keeping straight on upgrade (leaving Oaktown to the right), follow heavy telephone line on direct road to intersecting roads to |
| 22.3 | 5.3 | Left-hand road; turn left with poles, to |
| 24.7 | 2.4 | 4-corners—edge of town; turn left to center of |
| 24.8 | 0.1 | CARLISLE ,—brick block on farther right-hand corner; turn right, pass large brick school to |
| 25.0 | 0.2 | End of street; turn left to next |

Route 252

Vincennes Section

- 25.1 0.1 Right-hand road; turn right with telephone line, cross RR. (25.5 m), shortly running along tracks to
- 28.2 3.1 End of road—(church and cemetery on right); turn right and immediately left along RR., crossing same (28.7 m) to
- 28.8 0.6 **PAXTON**. Straight on to
- 29.9 1.1 End of road; turn left with poles, cross RR., turning right (30.2 m) and left across large iron bridge (30.7 m) to next schools (45.3 m, 47.0 m & 49.0 m); bear right and left past cemetery (51.2 m).
- 55.0 12.9 Jog right and immediately left to
- 57.6 2.6 Fork; turn right, cross iron bridge, follow winding but
- 31.2 1.3 Right-hand road; turn right with numerous telephone lines, pass school (on right—32.9 m), to
- 34.2 3.0 End of road; turn left and right immediately beyond, cross RR. (34.3 m) to center of
- 34.9 0.7 **SULLIVAN**. Court House on right.
Sullivan Auto & Machine Co., E. Wash. St., **Stock Michelin Tires**.
Straight through with trolley 3 blocks from Court House just after pumping station (on left) to
- 35.2 0.3 **Graysville St.** Turn left, follow telephone line with sharp right curve (35.6 m) to
- 35.9 0.7 End of road; turn left to
- 36.4 0.5 4-corners—(brick school on right). Turn right, pass wooden school (39.2 m) and brick school (41.2 m) to
- 42.1 5.7 Left-hand road; turn left and immediately right, pass brick school (on right—43.1 m); wooden church (43.7 m), direct road to
- 58.4 0.8 End of road; turn left, cross RR. (60.6 m) on First St., and cross second RR. (61.1 m) to
- 61.2 2.8 McKee St.—2 stores on opposite sides of First St., turn right 2 blocks to
- 61.3 0.1 3rd St.; turn left to first paved street,
- 61.5 0.2 Auburn St.; turn right 1 block to
- 61.6 0.1 4th St.; turn left, straight to
- 62.7 1.1 Wabash St.; turn right to center of
- 63.0 0.3 **TERRE HAUTE**—7th & Wabash Sts.

Haddon Hall Garage, 677 Ohio St.

For city map, see page 508. For diverging routes, see **Index map**, page 507.
For through connections, see **Trunk-line Index map**, front of book.

Route 252—Vincennes to French Lick, Ind.—64.1 m.

Route map, page 507

Reverse route, No. 267

Tourists contemplating a trip to French Lick by this route are warned that the hills from Loogootee on are very bad, being dangerous on account of rocky surface. Our advice is to turn north where road is marked, which leads to **SHOALS** (47.6 m from Vincennes). From **SHOALS** go to **MITCHELL** via **HURON**, and then south to **PAOLI**.

MILEAGES
Total Intermediate

(For city map, see page 519.)

0.0 0.0 **VINCENNES**, Main & 2nd Sts.

From City Hall (on left) go east on Main St. to

0.2 0.2 **7th St.**; turn left with trolleys, passing Court House (on right—0.3 m).

Vincennes Section

Route 252

- 0.4 0.2 Fork; bear right with trolleys, crossing RR. (0.9 m), following Fairgrounds Ave. past amusement park (on right—2.4 m).
- 2.5 2.1 Right-hand road immediately after crossing RR.; turn right, following main traveled road, curving right (2.8 m) and left (3.5 m); passing road (on right—5.8 m); **caution** for sharp left and right (6.1 m); continue on direct road—avoiding all intersecting roads; pass school (on right—11.1 m), to end of road in
- 13.6 11.1 **Wheatland**, school on right; turn left.
- 14.0 0.4 End of road; turn right, curving left with road just beyond turn; pass school (on right—14.9 m), running off of gravel (15.0 m).
- 15.2 1.2 Right-hand road; turn right to next
- 15.6 0.4 Left-hand road; turn left, running downgrade across long iron bridge (16.1 m) onto graveled road again; follow same direct across RR. (19.5 m).
- 20.5 4.9 End of road; jog right and immediately left.
- 21.0 0.5 End of road; turn right to next
- 21.6 0.6 Left-hand road, brick school on left; turn left, curving right with road;
- 22.5 0.9 Prominent 4-corners; turn left 1 block to Court House, where turn right to center of
- 22.7 0.2 **WASHINGTON**, Main & 2nd Sts.; turn left on Main St., following same straight ahead to
- 23.3 0.6 Prominent cross-street; turn right across RR. and immediately left, continuing on good graveled road, pass school (on left—26.2 m) and church and cemetery (on right—27.4 m); school (on left—27.9 m); passing **Montgomery** (over to the left—29.6 m); continue on direct road to
- 32.2 8.9 Prominent 4-corners; turn left, crossing RR. at **Cannelsburg** (station on left—34.1 m); go straight ahead for 1 mile;
- 35.1 2.9 4-corners; turn right, passing schools (on right—36.0 m & 38.0 m), turning right with road (38.7 m).
- 39.2 4.1 End of road; turn left to
- 39.9 0.7 Right-hand road, school on right; turn right, straight to center of
- 40.1 0.2 **LOOGOOTEE**, Public Square; continue straight ahead on same thorofare, crossing RR. to
- 40.3 0.2 End of street; turn left 1 block and then right to
- 40.4 0.1 End of street; turn left, and right a short distance beyond, following main traveled road (winding in a number of places but direct all the way); pass school (on left—44.2 m); avoid road to the right (44.7 m); pass church (on right—45.2 m), curving left (46.1 m); down long grade on good road;
- 42.6 2.2 **Fork**; road to the left leads to **Shoals, Huron & Mitchell**. For direct road over hills to French Lick, bear right to
- 48.1 5.5 Fork, school on left; curve left, passing church (on right

Route 254

Vincennes Section

- 50.1 m); leaving gravel road (50.6 m), caution should be used from here on as road is winding and rocky most of the way. Avoid roads (to the right—50.9 m) and (to the left—51.4 m).
- 51.6 3.5 Fork; bear left past school (on left); continue on direct road. **Caution for bad post** where road leads through creek bed for a short distance (53.8 m); avoid road to the right (54.1 m). Pass school (on left), running up-grade out of valley (56.8 m). From here on road continues to get better and shortly becomes a stone road which winds over the hills, curving right downgrade into valley and through wooden bridge (60.9 m) to
- 62.1 10.5 **Prospect Corners**, store on right; turn right, curving left and right through covered wooden bridge, crossing RR. immediately beyond; going direct to
- 62.9 0.8 **WEST BADEN**. Just beyond drug store (on right) bear left away from trolley, following main travel. (At 63.2 m road to right leads to **Colonial Hotel** a short distance to the right.) Continue straight ahead to
- 63.6 0.7 End of road; turn right, crossing iron bridge and RR. (63.9 m), to
- 64.1 0.5 **FRENCH LICK SPRINGS**.
 French Lick Springs Hotel.
 Grand Hotel.
 For diverging routes, see Index map, page 507.

Route 254—Vincennes to St. Louis—155.6 m.

Route map, page 150

Reverse route, No. 607

Via LAWRENCEVILLE and SALEM. For the most part this is not a route traveled a great deal by automobilists but in the summer months no difficulty would be encountered and the road is almost straight all the way.

MILEAGES
 Total Intermediate

(For city map, see page 519.)

- 0.0 0.0 **VINCENNES**, 2nd & Main Sts., City Hall on right. Go west on Main St., crossing Wabash River through covered wooden bridge and long iron bridge; follow telephone poles past schoolhouse (1.4 m) to
- 1.6 1.6 Fork; bear left with poles on straight road; pass schoolhouse (3.8 m), cross several iron bridges on sandy road; pass church (6.0 m), schoolhouse (6.9 m); straight through 4-corners and RR. crossing (7.1 m); follow winding road across iron bridge (7.9 m), shortly running onto Main St., which follow to center of
- 9.0 7.4 **LAWRENCEVILLE**, Court House on left.
 Continue straight through on Main St., cross RR. (9.2 m) to
- 9.7 0.7 Prominent fork; turn right, follow direct road out of town, shortly running through oil-fields, passing church and cemetery (14.5 m); bear slightly left through irregular 4-corners (church on right—16.1 m); follow road with few turns, jog left and right across 3 small wooden bridges (18.6 m); road is straight past schoolhouse (20.2 m); church (22.3 m) to

Vincennes Section

Route 254

- | | | |
|------|------|---|
| 30.6 | 20.9 | OLNEY , Court House on left. Straight on, cross RR., follow direct road with telephone poles to |
| 37.3 | 6.7 | End of road; turn left to next |
| 37.8 | 0.5 | Right-hand road,—RR. crossing straight ahead; turn right with poles—(avoid right-hand road just after turn), pass cemetery (on left—38.3 m) to center of |
| 38.8 | 1.0 | NOBLE . Straight through on Front St., bearing left with street, cross RR. to |
| 39.1 | 0.3 | Right-hand road,—grain elevator on left; turn right to |
| 40.9 | 1.8 | Prominent 4-corners; turn right with telephone line to |
| 41.1 | 0.2 | Left-hand road; turn left, follow poles on direct road, over a number of iron bridges through river bottom; cross Little Wabash River (44.4 m) to |
| 45.1 | 4.0 | Left-hand road; turn left, passing schoolhouse (on left) to |
| 46.0 | 0.9 | 4-corners; turn right, pass cemetery (on left—47.0 m); straight on (avoid road to Clay City—47.2 m); |
| 48.7 | 2.7 | Jog slightly left, then right with telephone line—avoid road to the left, pass school (50.5 m) to |
| 53.4 | 4.7 | 4-corners; turn right, cross RR. to left-hand road immediately beyond RR.; turn left, pass school (on right—54.0 m); same thorofare becoming Main St., which follow to |
| 54.5 | 1.1 | FLORA . Continue straight through, crossing RR.—(station on left); bear right and left, crossing second RR. Straight on, pass school and church (on right—56.7 m). |
| 60.1 | 5.6 | End of road; turn left and immediately right with telephone on straight road—(avoid road to left leading into Xenia —62.8 m). Pass school (67.6 m) and church (67.8 m), down slight grade; cross iron bridge on winding road through woods; bear right, pass schoolhouse (69.4 m) and cemetery (69.8 m), pass schoolhouse (71.2 m). Caution for a number of bad wooden bridges on winding road through woods (74.0 m), pass church (on right—74.5 m). |
| 78.4 | 18.3 | Jog left and immediately right, still with poles, follow same across RR. (79.2 m), running into brick pavement, |
| 79.7 | 1.3 | SALEM . Straight through to |
| 80.4 | 0.7 | Left-hand branch road at end of pavement; turn left, just beyond road bears slightly right again. Straight on. |
| 85.1 | 4.7 | Prominent cross-road; turn sharp right, cross RR. to next |
| 85.4 | 0.3 | Left-hand road; turn left, follow direct road, jogging right and left (86.2 m), pass schoolhouse (87.4 m) to |
| 89.0 | 3.6 | End of road; jog left and immediately right, cross RR. to |
| 89.3 | 0.3 | End of road; turn left to |
| 89.4 | 0.1 | 4-corners,—church on farther left—blacksmith shop on farther right; turn right, follow straight road, avoiding all cross-roads; cross RR., passing town of Shattuck (on left—93.4 m) and Clinton (on left—95.3 m), to |
| 96.4 | 7.0 | End of road; turn left to next |
| 96.7 | 0.3 | Right-hand road; turn right to |
| 98.7 | 2.0 | End of road; jog left and immediately right with telephone line, following same on direct road, over 2 long |

Route 254

Vincennes Section

- iron bridges (102.0 m & 102.2 m); cross suspension bridge
- 102.9 4.2 **CARLYLE**,—Court House on left. Straight through to
- 105.0 2.1 Fork; turn left with telephone line, pass schoolhouse (on right—105.2 m); turning left with road (106.7 m) to
- 107.2 2.2 Right-hand road on edge of **Buxton**; turn right with telephone wires, pass cemetery (on left—108.0 m), cross several small bridges, turning left with road (108.6 m), cross RR. to
- 109.1 1.9 Right-hand road; turn right with poles, to
- 109.9 0.8 End of road; jog right and immediately left, bearing right cross RR. (110.2 m); **caution** for sharp left and right turn; cross iron bridge (110.9 m); straight through northern edge of **Breeze** (112.8 m), pass cemetery (113.4 m), follow telephone line direct to
- 117.2 7.3 Right-hand road on northern edge of **Aviston**; turn right with wires to first
- 117.7 0.5 4-corners; turn left, follow wires on direct road, bearing left across iron bridge (118.7 m) up fairly steep grade; bearing right to center of
- 121.7 4.0 **TRENTON**. Straight through town, pass schoolhouse (on left—123.9 m), follow telephone line to center of
- 128.4 6.7 **LEBANON**. Straight through to
- 128.6 0.2 Left-hand diagonal street,—church on right—trolleys leave to left; turn left, cross trolleys (129.7 m), follow telephone poles over a number of iron bridges to
- 131.2 2.6 End of road; turn left over RR. bridge, and immediately right; follow poles on direct road to
- 134.4 3.2 **SHILOH**. Straight through on direct road, bearing left across RR. (138.5 m), running onto brick pavement—Lebanon Ave. (138.9 m)—follow same over RR. bridge (139.5 m)—meeting trolley, and bearing left (140.0 m)
- 140.4 6.0 **BELLEVILLE**,—Public Square. Turn right with trolley on Main St., follow same straight out of town; cross RR. (142.2 m), and pass amusement park just beyond; road is direct with trolley line through
- 147.3 6.9 **EDGEMONT**; follow direct road with trolley, same thoro-fare becoming State St., which follow on brick pavement
- 152.8 5.5 10th St.; turn left with trolley, pass 2 schools (on the right) to
- 153.1 0.3 Missouri Ave.; turn right to City Hall (on left),
- 153.6 0.5 **E. ST. LOUIS**; turn left around City Hall, to
- 153.9 0.3 End of street; turn right over RR. viaduct, shortly running onto eastern end of bridge over Mississippi River—toll 25c. (Be sure to keep right-hand entrance.) Run off western end of bridge onto Washington St., which follow straight through business center.
- 155.6 1.7 **ST. LOUIS**,—12th St. & Washington.

St. Louis Taxicab Co., 12th & Chestnut.

Haynes Automobile Co., 4123 Olive St., **Stock Michelin Tires**.

For city map, see page 968.

For through connections, see **Trunk-line Index map**, back of book.

FRENCH LICK SPRINGS SECTION

ROUTES 261 TO 270.

Points of Interest—This well-known health resort is best known through the beneficial results received from the use of mineral waters which seem to abound in this section. Large resort hotels are maintained in both French Lick Springs and at West Baden, thousands of visitors coming here annually for treatment and recreation, as good golf courses, tennis courts, etc., are maintained at both places. Its situation in the mountains of southern Indiana will rather surprise those not familiar with this territory, for very few of us realize that this state, otherwise so flat, can have such beautiful wooded hills.

Route 261—French Lick Springs to Indianapolis.—131.3 m.

Route map, page 507

Reverse route, No. 235

Via **PAOLI, SALEM, SEYMOUR** and **COLUMBUS**. Good gravel road most all the way.

MILEAGES Total Intermediate

0.0	0.0	FRENCH LICK SPRINGS (French Lick Springs Hotel, on left). Go north from hotel, bearing right across RR. tracks; pass station (on left) and follow direct road to
0.5	0.5	Left-hand road; turn left with telephone line. Bear left with road to center of
1.2	0.7	WEST BADEN . Turn right, away from trolley line; cross RR. (1.7 m), bearing left through covered wooden bridge to end of road at
2.0	0.8	Prospects Corners . Turn right. (Note—Road to left is direct mountain road to Washington and Vincennes.) Cross iron bridge (2.9 m), through covered wooden bridge (5.0 m), follow beautiful valley road past cemetery (5.4 m), bearing slightly left across RR. (10.3 m) to center of
11.4	9.4	PAOLI —Court House Square. Jog right and left $\frac{1}{2}$ way around square, turning left at farther side; keep ahead to first left-hand street, where turn left, running under RR. (12.5 m), following main travel to
14.2	2.8	First right-hand road; turn right and road is direct with main travel through Bromer (19.0 m), curving right (20.6 m) direct into
25.0	10.8	LIVONIA . Straight through on direct road across 2 small fords (31.5 m); follow telephone line, avoiding all



Storage Room for your car

GRAND HOTEL

French Lick Springs, Ind.

C. L. DRABING, Prop.

American Plan: Rates \$1.50 up

Rooms Single and En-Suite

Excellent Baths and Toilets

Steam Heat and Electric Lights

Route 262

French Lick Section

- intersecting roads, running downgrade across RR. (34.6 m), pass greenhouse (on left), running upgrade to center of
- 35.7 10.7 **SALEM**—Court House on right. Turn left on near side of Court House, follow straight road direct to center of
- 42.8 7.1 **KOSSUTH**. Straight through, follow main traveled road
- 44.0 1.2 **PLATTSBURG**.
- Continue straight ahead on winding but direct road. **Caution** for long winding downgrade at Millport Hill, turning left across iron bridge (48.9 m); follow direct road past church and school (on right—52.1 m) to center of
- 54.4 10.4 **VALLONIA**. Continue straight through, bearing right at edge of town, avoiding all intersecting roads. Straight ahead, turning left with main travel to center of
- 58.3 3.9 **BROWNSTOWN**—Court House on right. Straight through, follow telephone line, avoiding road to the left at edge of town; bear slightly right on direct road, following poles all the way to
- 65.9 7.6 End of road; turn left across small bridge and RR., bearing right along tracks, crossing same (67.4 m), straight ahead on 2nd St. to center of
- 68.4 2.5 **SEYMOUR**—hotel on left.

At this point meet Route No. 701 from Louisville and follow same rest of the way to Indianapolis.

Route 262—French Lick Springs to Indianapolis.—122.2 m.

Optional to the much better route via Salem and Seymour. This route should not be attempted except in settled weather.

(Data compiled for the second annual "Sealed Bonnet Contest" of the Indianapolis Automobile Trade Association.)

MILEAGES Total

- 0.0 Check out at entrance of **French Lick Hotel**, taking main drive out of grounds.
- .2 Cross RR. and iron bridge, following winding road.
- .5 Turn left at first road; straight ahead to
- 1.2 Yellow mill on right; turn right at fire bell through West Baden, straight ahead along tie and lumber yard.
- 1.7 Cross RR. and covered red bridge; turn right at grocery on left and continue straight ahead.
- 2.9 Cross iron bridge to
- 4.3 Point where bridge is out. Turning to left, go through gap in fence, through field, crossing temporary bridge, 50 feet below road. Re-entering main road through gate.

Hopkins ELECTRIC Speedometer

"No Flexible Shaft"
and

The Electrodrometer

See page facing front cover

Its accuracy is unaffected by changes in temperature.

Easily reset forward or backward to any reading any time.

John V. Strout

GARAGE

Bedford,

Ind.

Machine Works—Supplies—Storage

1510 1st Street, near 16th Street

Both Phones 515

- 5.0 Covered bridge across Lost River.
- 6.7 Cross red iron bridge.
- 7.5 Pass Glass Rock station on right.
- 10.2 **BRAXTON STATION** on right. Immediately cross RR., straight ahead into
- 11.2 **PAOLI.** At Court House turn left and follow Main St. to left, passing
- 11.5 RR. station on left; cross tracks, keeping straight ahead.
- 11.6 Fork; keep to right, straight ahead, down winding hill across small wooden bridge under
- 12.1 High steel trestle. Continue uphill, curving left with water breaks crossing
- 12.6 RR. tracks; follow main road straight ahead, passing white house on left.
- 13.5 Cross RR. tracks, keeping straight ahead, taking left curve slowly down dangerous hill.
- 13.9 Turn left under RR. culvert; go slowly.
- 15.4 Covered bridge over Lost River.
- 16.6 Pass Loafer's Port on right, continuing down hill over new fill; drive carefully, straight ahead on main road into
- 19.1 **ORLEANS.** Town school and common on left. Leaving Orleans continue straight ahead.
- 21.4 Continue straight; pass cemetery on right (23 m).
- 23.4 Follow big telephone line to right around curve.
- 24.1 Turn right and immediately left at next road; pass brick church on left, straight ahead across RR. and turn to right at
- 24.3 The first street in **MITCHELL**; pass Crystal Theater and turn left at Second St.
- 24.4 Bank of Mitchell on right; go to end of street, turning left at
- 24.6 Yellow house. Turn left, continuing straight to second street, turning right at corner with white-washed trees on both sides.
- 24.8 Pass schoolhouse on left; turn left at end of street—baseball park on right, greenhouse on left.
- 25.7 Cross-roads; turn right with double telephone lines, passing white house and large red barn on left.
- 31.6 At yellow 3-mile post, slow down for steep hill with very dangerous right turn at bottom, crossing wood-and-iron bridge over White River. Continue straight ahead on direct traveled road, past schoolhouse on right.
- 34.8 **BEDFORD.**

Strout's Garage, 1510 First St.

Anderson Machine Co., Stock Michelin Tires.

Straight ahead through town, no turns, downhill under RR. track. Turn right, big red stone mill on left; turn left

STORAGE**SUPPLIES****REPAIRS**

GARAGE

Bloomington, Ind.**Bloomington Plumbing, Electric & Supply Co.**

- uphill with telephone lines. Cross RR. tracks, passing stone schoolhouse on right.
- 35.7 Turn left into angling road; continue straight ahead with telephone lines.
- 36.3 Cross iron bridge over RR.
- 36.8 Slow down for steep and dangerous grade crossing.
- 37.1 Covered bridge at bottom of steep hill; continue across lowlands and up steep hill.
- 38.3 **COOLITIC.** Straight ahead past new blue store and red livery barn with double telephone lines; pass RR. station on left, across RR. tracks, uphill along stone wall, passing big water tank above big stone quarry on left. Follow winding road into **NEEDMORE**; take right fork, following telephone lines, down steep winding hill over wooden bridge.
- 41.2 Around rocky winding hill; cross small iron bridge, passing white house on left.
- 42.3 Straight ahead with double telephone lines—white schoolhouse on right.
- 44.2 Keep to left, downhill; drive carefully.
- 44.8 Straight ahead down steep hill and over small bridge.
- 45.9 Down steep rough hill, over small iron bridge, up long hill, and straight ahead down steep rough hill into
- 46.9 **HARRODSBURG.** Straight ahead down steep hill to
- 47.3 Bad left turn; steep hill with covered bridge at bottom. **Dangerous**; drive carefully.
- 47.6 Cross RR. tracks.
- 49.3 Slow down for curve to right.
- 51.1 Bad turn to left (down hill); drive carefully.
- 52.2 Cross rough RR. switch.
- 52.8 Take steep hill slowly with bad turn at bottom; cross small wooden bridge.
- 53.3 Cross small iron bridge with left curve just ahead.
- 53.8 Rough RR. crossing with cemetery and red brick church on right.
- 54.1 Curve left across RR. tracks around station into
- 54.3 **CLEARCREEK.** Straight ahead over iron bridge (54.4 m).
- 56.7 Cross two RR. tracks.
- 57.4 Turn right on First St.; cross RR. tracks.

- 57.7 Cross stone arch and turn left on Walnut St. over second stone arch, straight ahead to Court House and Public Square on left. Turn left on north side of square; continue one block and turn right on College Ave., into center of
- 58.4 **BLOOMINGTON.**
Bloomington Plumbing, Elec. & Supply Co., Stock Michelin Tires. Straight ahead on College Ave., passing under
- 58.8 RR. tracks, depot on right.
- 58.9 Turn left on First St. after passing under RR.; stone cottage on left. Go to end of street and turn right (59 m).
- 59.2 Turn left, leaving new stone road at right.
- 61.2 At fork of road in woods turn left.
- 64.7 Cross RR.; turn right along tracks, driving carefully.
65. Ford small creek—large frame house on left; pass saw-mill on right and follow two telephone lines straight ahead to the main street. Turn right at Masonic Building one block, turning left yellow hotel with red swing.
66. **ELLETTSVILLE.** Continue straight ahead to next street (apparently an alley); turn right, straight ahead to
- 66.5 Stone Quarry; turn sharp right, cross little bridge.
- 66.6 Cross RR.—bad crossing.
- 66.7 Bad wooden bridge—stone house on right; cross road, continue straight ahead.
- 67.2 Turn right on macadam—making sharp turn
- 67.3 To left with telephone lines.
- 70.4 Pass dirt road on left; continue straight downhill—large white house on right at bottom.
- 71.1 Slow down for very steep and **dangerous** hill; pass road leading to left on top, continuing straight ahead downhill (be **sure brakes are in working order**).
- 71.5 Cross small wooden bridge and red iron bridge.
- 74.2 Drive carefully, rounding curve to right; continue straight ahead, winding road to
75. Covered wooden and combination iron bridge over White River. At end of bridge cross RR. tracks, passing depot on right; turn left under RR., passing red mill on left, straight ahead up steep hill into
- 75.4 **GOSPORT.** Turn right at blacksmith shop. Pass brick church on left, bear left on angling road, between two white cottages; follow electric light and telephone wires uphill.
- 75.7 End of street, turn right, following several telephone lines.
- 76.2 At top of hill turn right, cemetery on left.
- 76.6 Continue straight ahead, crossing bridge over RR. tracks at stock pens; pass red barn and go over small iron bridge.
- 77.4 Fork; bear right.
- 79.1 Make left jog, continuing on right road at fork, following double telephone lines. Follow winding road and cross RR. tracks into
- 79.9 **WHITTAKER.** Turn right with telephone lines, small store on left, saw-mill on right.
- 80.8 Jog left; jog right (82.6 m) straight into

Route 262**French Lick Section**

- 82.8 **PARAGON.**
83.6 Cross RR. tracks.
84.4 Turn right with telephone lines, RR. on left.
84.5 Bad bridge; drive carefully.
85.9 Diagonal cross-roads; straight ahead
87.0 Cross RR.—old wooden church on left, also fine country place and small brick schoolhouse.
87.7 Turn right with telephone line at big red barn.
89.7 Turn right with telephone wires, along levee, crossing his iron bridge over White River.
90.6 Take jog to right, around yellow grocery on left; cross RR. tracks with depot on left, red mill on right.
91.0 At car line turn right, go one block and turn left into East Morgan St., at Court House.
91.2 **MARTINSVILLE.** Leave Court House, continuing straight ahead on East Morgan St., passing cemetery on right.
92.3 At fork take road that angles left; at fork (93 m) turn left.
93.9 Take right fork—small white cottage on left on top of hill.
96.4 Mill on right; cross iron bridge and curve right.
99.2 Slow down for sharp curve into covered bridge; **drive carefully.**
99.7 Take road to left around grocery; continue straight ahead through
101.1 Small dry creek bed; at fork keep left, following telephone lines.
102.6 Ford small creek and another small creek (102.7 m).
104.8 At end of road turn left into
104.9 **WAVERLY.** Turn right at big brick building; pass Methodist church.
113.0 **GLENNS VALLEY.**
114.5 Cross-roads; straight ahead.
114.6 Cross iron bridge and bridge over RR. (115.2 m).
116.0 Cross-roads—center grocery on left; straight ahead.
117.5 Cross-roads—red brick schoolhouse on right, grocery on left; straight ahead.
118.5 Turn right uphill, passing Stoughton Fletcher's country home on right.
119.0 Turn left into South Meridian St.
120.3 Cross Belt RR.
121.4 Take right fork and continue on Meridian St.
121.8 Cross Union tracks; station on left.
122.1 Go round Circle to right, around east side of monument.
122.2 **INDIANAPOLIS;** center of city.

Hotel English, West side of "Circle."

The Claypool Hotel.

The New Denison Hotel, Ohio & Pennsylvania Sts.

Fox Garage, 516 N. Capitol Ave.

Meridian Auto Co., 724 N. Meridian St.

Indiana Auto Co., 323 Mass Ave., **Stock Michelin Tires.**

The Guarantee Tire & Rubber Co., 208 Illinois St., **Stock Michelin Tires.**

For city map, see page 461. For diverging routes, see **Index map**, page 507.

For through connections, see **Trunk-line Index map**, front of book.

Via PAOLI over the old Vincennes-New Albany Turnpike, a toll road nearly all the way with three charges varying from 20c to 30c each. Although road's surface is good, caution should be used for numerous water-bars. Beautiful ride over rolling wooded country.

MILEAGES
Total Intermediate

0.0	0.0	FRENCH LICK SPRINGS , French Lick Springs Hotel (on left). Go north from hotel, bearing right across RR tracks; pass station (on left) and follow direct road to
0.5	0.5	Left-hand road; turn left with telephone line, bearing left with road to center of
1.2	0.7	WEST BADEN . Turn right, away from trolley line; cross RR. (1.7 m), bearing left through covered wooden bridge to end of road at
2.0	0.8	Prospects Corners . Turn right. Note—Road to left is direct mountain road to Washington and Vincennes. Cross iron bridge (2.9 m), through covered wooden bridge (5.0 m), follow beautiful valley road past cemetery (5.4 m), bearing slightly left across RR. (10.3 m) to center of
11.4	9.4	PAOLI , Court House Square. At this point routes Nos. 261 and 262 leave for Indianapolis. Jog half way around square to
11.6	0.2	4-corners (brick schoolhouse on farther right). Turn right downgrade, bearing slightly left; follow direct road with main travel all the way to
24.2	12.6	HARDINSBURG . Straight through, running downgrade through covered wooden bridge into
29.3	5.1	FREDERICKSBURG (tollgate). Continue on direct road to
34.1	4.8	PALMYRA (tollgate). Straight on past wooden schoolhouse (on left—39.2 m) to
41.0	6.9	GREENVILLE (tollgate). Road is direct through covered wooden bridges (42.6 m & 42.8 m) to
44.0	3.0	GALENA . Continue straight through, past schoolhouse (46.4 m) and church (48.0 m), over a number of winding hills and through covered wooden bridge (49.2 m) to
49.4	5.4	MOORESVILLE . Follow main telephone line down steep winding grade past schoolhouse (50.3 m), straight on, picking up trolley (51.5 m) on State St., which follow to center of

Hopkins ELECTRIC Speedometer

No Flexible Shaft
and
The Electrodrometer

Runs quiet
as a watch.
Needs no attention.

See page facing
front cover

**Shows each
one-tenth mile
in easily-read figures.**

Route 267**French Lick Section**

- 52.5 3.1 **NEW ALBANY**, State & Spring Sts. (City Hall on farther left-hand corner). Turn left with trolley, following same across RR. (53.3 m) to
- 53.5 1.0 **Vincennes Ave.** (bank building on farther left). Turn right, cross a number of RRs. to northern end of
- 53.8 0.3 Bridge over Ohio River (toll 35c); keep right across bridge, running off at southern end on
- 54.7 0.9 **33d St.**; jog left and immediately right; cross Portland Ave. to
- 54.8 0.1 **Bank St.**; turn left, meeting trolley; cross RR. to
- 55.3 0.5 **26th St.**; turn right, leaving trolley; follow 26th St. to
- 56.2 0.9 **Jefferson St.**; turn left, cross RR. at Penn. freight offices (57.2 m) to center of
- 58.0 1.8 **LOUISVILLE**, Jefferson & 6th Sts. (Court House and City Hall on left).

The Seelbach, Fourth & Walnut Sts.

Miles Auto Co., 615 Third St.

Reimer's Motor Car Co., Baxter St. & B'way, Stock Michelin Tires.

Thomas' Garage, 204 Guthrie St., Stock Michelin Tires.

For city map, see page 1057.

For through connections, see Trunk-line Index map, back of book.

Route 267—French Lick Springs to Vincennes,—64.1 m.

Route map, page 507

Reverse route, No. 252

Tourists contemplating the trip to Vincennes by this direct route across the mountains are warned that until within a very few miles of Loogootee the road is hilly and very rough. Our advice is to go to Paoli then to Mitchell (route No. 262), from there to Shoals via Huron, connecting with this route at (16.5 m)—a point about 2 miles south of Shoals.

MILEAGES

Total Intermediate

- | | | |
|------|------|--|
| 0.0 | 0.0 | FRENCH LICK SPRINGS,—French Lick Springs Hotel
(on left). |
| | | Go north, bearing right across RR. and iron bridge—station on left. |
| 0.5 | 0.5 | Left-hand road; turn left, with telephone line. Colonial Hotel (on left—0.9 m). Road is direct, bearing slightly left to center of |
| 1.2 | 0.7 | WEST BADEN. Turn right, leaving trolley; cross RR., bear left through covered wooden bridge to end of road at |
| 2.0 | 0.8 | Prospect's Corners ; turn left, follow fairly good stone road, bearing right with same and left through covered wooden bridge (3.2 m), cross iron bridge just beyond; follow main traveled road over rolling country; pass small store (on right—61.3 m). Caution for steep winding rough downgrade, into valley road (62.0 m). Pass schoolhouse (on right—64.0 m). Caution where road runs through creek-bed for a short distance. Continue on main traveled road,—passing road to left (10.7 m); bear right past schoolhouse (66.5 m), and left just beyond, running onto short stretch of gravel. Pass coalmine and church (68.0 m), bearing right past schoolhouse (70.0 m) |
| 16.5 | 14.5 | 3-corners. |

(At this point meet good road from Shoals, which is about 2 miles to the right.)

French Lick Section

Route 267

Bear slightly left onto good road for a short distance, going up winding grade, past schoolhouse (18.0 m); bear left across small iron bridge (18.6 m), pass church (18.9 m) and schoolhouse (19.9 m). Avoid road to left (21.6 m).

- 23.5 7.0 Left-hand road; turn left, and next right for 2 blocks,
- 23.7 0.2 Jog left and next right, across RR. to center of
- 24.0 0.3 **LOOGOOTEE**. Straight through town to
- 24.2 0.2 End of street; turn left around schoolhouse. Straight out of town on good road, to
- 24.9 0.7 Right-hand macadamized road;—dirt road straight ahead. Turn right and left with road (25.4 m), pass schoolhouses (26.1 m & 28.1 m), running up sharp grade.
- 29.0 4.1 4-corners at middle of grade; turn left, crossing iron bridge, pass church (on right), cross RR. at
- 30.0 1.0 **CANNELSBURG**—station on right. Continue ahead.
- 31.9 1.9 4-corners; turn right with macadam on direct road,—passing **MONTGOMERY** a short distance to the right (24.5 m). Pass schoolhouse (36.2 m), brick church and cemetery (36.7 m), pass stone school (57.9 m) to
- 40.8 8.9 End of road; turn right, cross RR. and next left to center
- 41.4 0.6 **WASHINGTON**, Main & 2nd Sts,—hotel on farther right-hand corner; turn right on 2nd St. to
- 41.5 0.1 Court House; turn left on near side of Court House one block where turn right and follow main traveled road, bearing left to
- 42.5 1.0 End of road; turn right around schoolhouse to
- 43.1 0.6 Left-hand road; turn left,
- 43.6 0.5 Jog right and immediately left, follow on direct road; cross RR. (44.6 m) over 2 iron bridges (45.6 m). Continue on direct road with a few turns for a short distance; crossing long iron bridge (48.0 m) running up sharp grade onto dirt road for about a mile, to
- 48.5 4.9 End of road; turn right to
- 48.9 0.4 End of road; turn left, shortly running onto gravel road; straight on past school, turning right with road (50.0 m).
- 50.1 1.2 Left-hand road; turn left, passing large school in
- 50.6 0.5 **WHEATLAND**, end of road; turn right,
- 50.8 0.2 Jog right and next left, follow main telephone line across iron bridges (51.1 m & 52.3 m), pass schoolhouse (53.0 m); continue on direct road with telephone line—avoiding all intersecting roads—running along RR. for a short distance (59.5 m), bearing right away from same to
- 61.6 10.8 End of road,—amusement park to the left.
Turn left, cross RR. onto Fairgrounds Ave., following same across RR. (63.2 m), bearing left with trolley on 7th St. to
- 63.9 2.3 Main St. Turn right with trolley to center of
- 64.1 0.2 **VINCENNES**, City Hall on right.

Johnson Auto Co., Main & Second Sts., Stock Michelin Tires.

For city map, see page 519. For diverging routes, see Index map, page 507.

LA FAYETTE SECTION

ROUTES 271 TO 280.

Route Center—The Court House at the intersection of Main & 4th Sts. is taken as a starting point for all routes in this section, as it is most easily identified, and on through trips all routes must pass this point.

Points of Interest—La Fayette, the county seat of Tippecanoe County, has much Indian lore connected with the vicinity, the most important of which is the Tippecanoe battle ground about 7 miles north of the city, which is reached by a fine road along the Wabash River. Here the settlers under command of General Wm. Henry Harrison defeated the Indians who had been incited to rise by the prophet, Tecumseh. It was one of the most effective Indian battles in history, for it stopped a great plan to unite the northwestern tribes. A handsome monument was erected in 1908 to commemorate those who fell in this battle. About 5 miles south of the city, also reached by a beautiful river road, is the site of the old French fort Aniatauou, which was built in 1720, and served as a trading post for many years. Although the ruins are now completely gone, relics are very often plowed up. A stone tablet marks the site. Three miles north on the river road is Wabash Valley Sanitorium; still two miles further on is "Tecumseh Trail," a beautiful park and summer resort, located on the line of the old Indian trail to Vincennes. In addition to these there are many other picturesque drives in the vicinity and a look at some of the residence streets is well worth while, as La Fayette boasts of some of the finest homes in the state. Just across the river in West La Fayette is located Purdue University, particularly well equipped in its engineering department, and is one of the few institutions in the U. S. giving a mechanical engineering degree. Its principal manufacturing interests are the Sterling Electric Co., Duncan Meter Works, Biggs Pump Co., and the Indiana Wagon Co. All interested in fine horses should pay a visit to the Crouch Stock Farm on the edge of the city.

P. L. FITZGERALD, President

C. F. KING, Sec. and Treas.

ST. NICHOLAS HOTEL

(EUROPEAN)

RATES:

Single, 75c and \$1.00, with Bath \$1.25 and \$1.50
Double, \$1.00 and \$1.50, with Bath \$2.00 and \$2.50

*Conveniently Located
to all Garages*

HEADQUARTERS FOR AUTOMOBILE TOURISTS
LAFAYETTE, INDIANA

F-A-L CAR

"Only the Best"

HUP

Star City Garage Company

247-253 Main Street Levee

LaFayette Phone 2504

LAFAYETTE, INDIANA

Expert Repairing
Work Guaranteed

Excellent Livery
and Taxi Service

The Lafayette Auto Company

(Incorporated)

LAFAYETTE, INDIANA

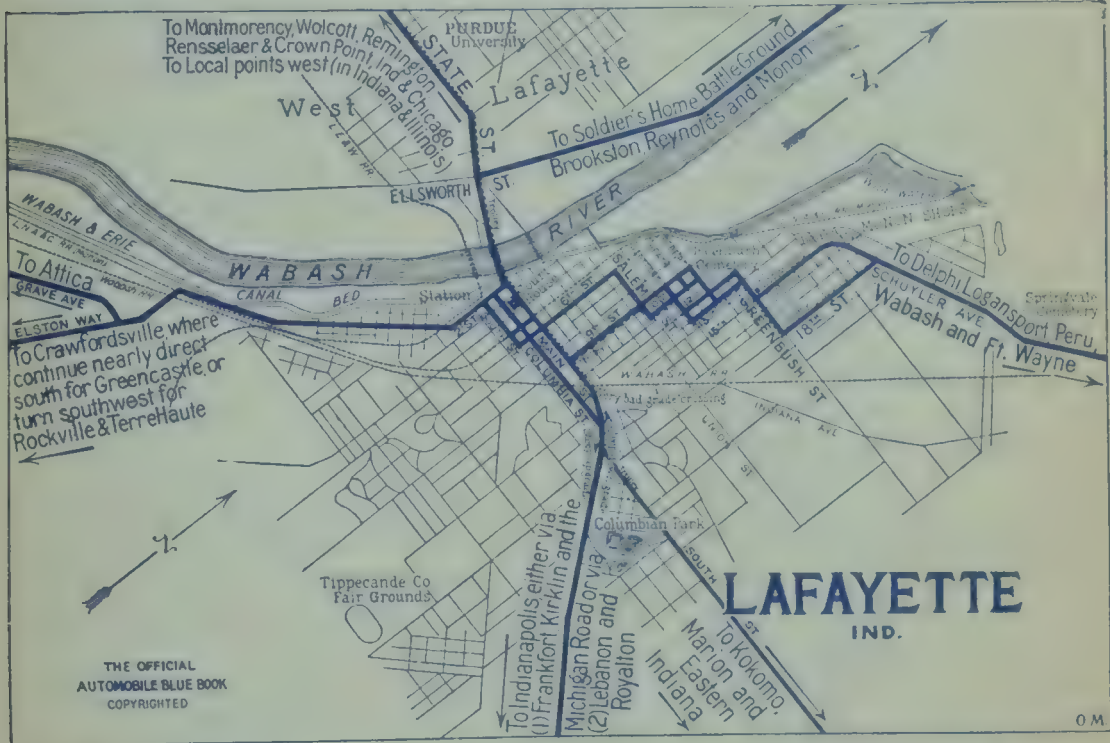
Agents for Automobiles

Garage and Livery

Repairing and Supplies a Specialty

FREE—Compressed Air for Inflating Tires—**FREE**

110-112-114 North 5th St.

Lafayette 'Phone No. 838
Bell Telephone No. 838

Route 271—Lafayette, Ind., to Chicago, Ill.—137.2 m.

Route map, page 507

Reverse route, No. 3

Via Rensselaer and Crown Point. Good gravel or stone road practically all the way. One or two short stretches of dirt and sand near Thayer.

This is an extension of the short-line route between Indianapolis and Chicago.

MILEAGES

Total Intermediate

0.0 0.0 LAFAYETTE, Main & 4th Sts.

From Court House go northwest on Main St., following trolley across long iron bridge over Wabash River, bearing slightly left at top of grade; pass buildings of Purdue University—(trolley leaves to the right—1.3 m).

2.6 2.6 Prominent fork; road to the left goes under RR.; turn right up slight grade, crossing RR. just beyond.

5.2 2.6 Fork; bear right, follow main traveled road past church and school (on left—8.2 m).

8.3 3.1 4-corners just beyond school; turn left and next right, following main travel across RR. at

8.5 0.2 **MONTMORENCI** (station on right); follow straight road for over 11 miles through all cross-roads to

19.6 11.1 End of road; turn left, curving right with road (20.0 m),

Route 271

Lafayette Section

passing school (on left) just after turn. Road is straight north for about 9 miles, crossing RR. to center of

28.5 8.9 **WOLCOTT.**

(Route 225, Kokomo to Wolcott, comes in at this point.)

Go straight through town for 1/2-mile to

29.0 0.5 Prominent 4-corners at edge of town; turn square left across small wooden bridge, following direct road to prominent 4-corners in northern edge of

34.8 5.8 **REMINGTON**—business center a short distance to the left; turn square right, passing old fairgrounds (on left 35.2 m). Road is straight north for nearly 12 miles; passing cemetery (on left—44.9 m) and college building (45.5 m).

46.5 11.7 Fork; bear right with telephone poles, crossing iron bridge a short distance beyond to center of

46.7 0.2 **RENSSELAER**—Court House (on right).

Makeever House, Opposite Court House.

Rensselaer Garage, So. Main St., Stock Michelin Tires.

Continue straight through to

46.9 0.2 End of street; turn left, passing between 2 brick houses; follow main travel across RR. (47.3 m); jog left and immediately right (47.6 m); follow straight road north for over 6 miles, crossing long wooden bridge (56.1 m). **Caution** not to pass.

54.1 7.2 Prominent 4-corners—locally known as **Aix**—school and church on farther corners, store on right; **turn left.**

55.6 1.5 End of road; turn right, following direct road north across RR. at **Virgie** (60.8 m); Road is narrow and rutty for a short distance.

62.6 7.0 First 4-corners beyond Virgie; turn left with main travel to next

63.6 1.0 4-corners (**Caution**, this turn must be made or bad sand will be encountered straight ahead). **Turn square right** on good road, jogging right and immediately left (65.5 m) to

66.5 2.9 Prominent cross-road; (small town of Demotte about 1/2-mile ahead). Turn left, following, good stone road for 3 miles when road becomes sandy for a short distance.

70.4 3.9 Left-hand road; turn left with main travel on new stone to next

71.4 1.0 4-corners in woods—sand on left and straight ahead; turn right—road improves all the way, straight to prominent 4-corners in

24

If you are using more gasoline per mile this month than last it means that something is getting out of adjustment. Perhaps carburetor or valves or timer. The Warner Auto-Meter, "The Aristocrat of Speed Indicators," enables you to keep a constant check on efficiency, thus forestalling repairs.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

- 74.3 2.9 **THAYER.** Turn square right, following main traveled road with 2 or 3 turns; winding through small summer resort, curving right across long wooden bridge over Kankakee River; bearing slightly left just beyond same;
- 75.3 1.0 Prominent right-hand road, turn right, following straight road north across RR. (75.9 m), passing **Shelby** about $\frac{1}{2}$ mile to the left). Following direct road over Kankakee River bottoms; pass cemetery (on left 82.4 m).
- 82.5 7.2 4-corners just beyond cemetery—(locally known as Orchard Grove), turn square left on good road for $\frac{1}{2}$ mile;
- 83.0 0.5 Right-hand road; turn right on east side of 1909 Cobe Cup Course following same straight north, to
- 91.6 8.6 Prominent 4-corners, edge of town; concrete curbing; turn left on Joliet St. to center of
- 92.2 0.6 **CROWN POINT.**
 Commercial House, South of Court House.
 Wm. Obright, Stock Michelin Tires.
 At farther side of Court House jog right and immediately left on W. Joliet St., following same straight out of town;
- 93.6 1.4 Right-hand road; turn right on macadam.
- 94.1 0.5 End of road; turn left on winding but direct road, crossing small iron bridge (94.5 m) to
- 94.7 0.6 Left-hand road—roadhouse on left; turn left, crossing iron bridge (95.3 m); continue straight ahead for over a mile.
- 96.5 1.8 Right-hand road; turn right with macadam, crossing 2 small bridges;
- 97.5 1.0 End of road; turn left on direct but winding road. **Caution** for 2 dangerous RRs. (99.5 m & 99.6 m); continue straight through **St. Johns** (99.7 m); frequent sharp curves in road to
- 102.3 4.8 End of road; turn right—straight ahead across iron bridge (105.3 m), through **Dyer** (105.4 m); cross RR. just beyond; turning sharp right (105.8 m) and next left across RR. **Caution** for sharp curve (106.0 m), following main-traveled road straight ahead across RRs. (107.3 m, 108.9 m & 109.0 m).
- 110.3 8.0 End of road; turn right and immediately left, continue on direct road across iron bridge (110.9 m), **caution** for 2 bad grade crossings (112.5 m);
- 112.6 2.3 4-corners just beyond RR.—brick saloon on farther left; turn left, re-crossing tracks;
- 113.1 0.5 End of road; turn square right on wide macadam road, crossing RR. (113.3 m & 113.4 m), following heavy telephone poles,
- 114.3 1.2 RR. straight ahead; turn left on Fayette St., following street across RR. (114.9 m) to end of same in

Frederick L. Heintz Co.

Cor. Hohman St. and Indiana Avenue,

Phone 522

HAMMOND, IND.



Heintz Garage

If you are driving thru Hammond it will pay you to give us a visit. Here you will find everything that is needed for your car. Expert mechanics to look after you. Best of oils, gasoline and supplies. Auto parts and accessories. A fireproof building—in fact the finest in Indiana. You will always be welcomed here. Stop and be convinced.

Distributor for
**COLE, HUDSON, E-M-F,
FLANDERS**

115.0 0.7 **HAMMOND, IND.**, Hohman & Fayette Sts.

Heintz Garage, Hohman St. & Indiana Ave.

Hammond Garage Co., 502 S. Hohman St., **Stock Michelin Tires.**

Turn right on Hohman St. to business center, crossing 3 sets of RR. tracks (115.2 m); cross small drawbridge (115.4 m) and dangerous RRs. (115.5 m, 115.8 m & 115.9 m).

116.0 1.0 **Gostlin St.** Turn left with trolley, passing car-barns on left to next street.

116.1 0.1 **Sheffield Ave.** Turn right with trolley, cross RR. (117.1 m); straight ahead on fair-to-poor macadam (to where first line of trolleys is met).

119.2 3.1 4-corners—Wolf Lake Club House on left; turn left with trolleys following same across small iron bridge (120.3 m) and RR. (121.4 m); keeping straight ahead across state line—meeting another line of trolleys (122.0 m) bear

122.0 2.8 **Ewing Ave.**, turn right with trolley under 2 RRs., going straight ahead over RR. (122.9 m), cross drawbridge over Calumet River (123.2 m) and RR. just beyond, to center of

123.7 1.7 **SOUTH CHICAGO, ILL.**, 92nd & Commercial Ave.

Continue straight ahead on 92nd St. to

123.8 0.1 **Exchange Ave.**—Monument ahead on left; turn right, following asphalt pavement. **Caution** (especially at night)



Hotel Metropole

Michigan Ave. and 23d St.

— CHICAGO —

An ideal hotel for automobile tourists

300 Rooms

Fireproof

RATES—\$1.50 per Day and Upward
European Plan

HORTON & WARDEN

Telephone Douglas 615

Gasoline Oil Supplies

OFFICIAL GARAGE

Repairs Promptly and
Accurately Made

And Repair Shops

We Call for Breakdowns
Day or Night

J. C. McINTYRE, Proprietor

5 Minutes to Loop District

Cor. 33d St. and South Park Boulevard

- for right and left job (124.4 m) onto macadam which follow to
- 124.8 1.0 End of street; turn left, curving sharp left (125.0 m) onto 83rd St., following same for 1 mile to **but not across** double car tracks at acute angle at intersection of
- 126.0 1.2 **South Chicago Ave.**—RR. embankment straight ahead; **Do not cross trolley**; turn sharp right into Jeffery Ave. Continue straight ahead on same, cross RR. (126.8 m); **Caution** for dangerous RR. at Bryn Mawr station (on left—127.5 m); straight ahead on Jeffery Ave., bearing left (127.8 m) into
- 128.0 2.0 **JACKSON PARK**, 67th St. entrance. Fork, turn right following along lagoon, bearing sharp right over stone bridge (128.2 m). Follow main drive along shore of lake, past "German Building" (on left—129.1 m); turning left away from lake (129.2 m); pass refectory (on right) to right-hand street opposite Field Columbian Museum.
- 129.3 1.3 **East End Ave.**—Turn right out of park, going straight to end of same at
- 130.1 0.8 **51st St. Boulevard.**—Turn left, running under Illinois Central RR. (130.2 m);—**Hyde Park Hotel** on left. Straight ahead to
- 131.1 1.0 **Drexel Boulevard** (Parkway with double drive)—Washington Park straight ahead; turn right, running under RR. (132.4 m) to
- 132.6 1.5 **Oakwood Boulevard**—5-corners; turn left on same across trolley to end at
- 133.1 0.5 **Grand Boulevard**; turn right into broad center drive, following Boulevard across trolley at 35th St. (133.8 m) onto South Park Ave. direct for 2 blocks to red guide lights at

NOTICE TO TOURISTS

Grant Park Garage

B. C. HAMILTON & CO., Prop.

is the best appointed Garage, centrally
located, near hotels and shopping districts

Phones
Calumet 2601 and 2602

1218 Michigan Ave., Chicago

- 133.9 0.8 **33rd St. Boulevard**; turn left to next red guide lights at
 134.2 0.3 **Michigan Boulevard**; turn right and route is straight to
 center of the city, passing Grant Park (on right—136.7
 m) to Jackson Boulevard—route center for

- 137.2 3.0 **CHICAGO**, Michigan & Jackson Boulevards.

La Salle Hotel, La Salle & Madison Sts.

Congress Hotel & Annex, Michigan Blvd. & Congress St.

Lexington Hotel, Michigan Blvd. & 22d St.

Hotel Metropole, Michigan Blvd. & 23d St.

New Southern Hotel, Michigan Blvd. & 13th St.

The Stratford Hotel, Michigan & Jackson Blvds.

Grant Park Garage, 1214 Michigan Blvd.

Owen H. Fay Livery Co., 53 Plymouth Place.

Official Garage, 33d St. & So. Park Blvd.

For city map, see page 48. For diverging routes, see Index map, pages 46 and 107.

For through connections, see Trunk-line Index map, front of book.

Adams Brothers Co., 918 E. 43rd St.

Ajax Auto Company, 834 E. 43rd St.

Graham Automobile Co., 1616-24 Madison St.

Hayes Avenue Garage Co., 6556-58 Sheridan Road.

Homan Garage & Auto Livery, 3357 Colorado Ave.

Kastner Tire Repair Co., 2112 Michigan Ave.

Lexington Motor Co., 2015 Michigan Ave.

Manor House Garage, 1137 Hollywood Ave.

Matador Tire & Vulcanizing Co., 1400 Michigan Ave.

Rogers Park Garage, 7070 Southport Ave.

Schillo Garage, 945-7 Dekin St.

Star Garage & Machine Shop, 2253 Cottage Grove Ave.

The Boulevard Tire & Supply House, 615 Diversey Blvd.

The Mid West Motor Supply Co., 554 Jackson Blvd.

Triangle Company, 318 Garfield Blvd.

Wilson Avenue Garage, 4551 Kenmore Ave.

Wilcox Bros., 1308 Michigan Ave.

**Michelin
Tire
Stockists
in
Chicago**

WARNING TO INFRINGERS: The Courts have held that the reproduction of a peculiar inaccuracy in the text of any copyright production, together with the general appropriation of information, constitutes sufficient evidence of fraud, and is punishable under the copyright law of July, 1909, by fine or imprisonment, or both.

Route 272—Lafayette to Fort Wayne, Ind.—133.7 m.

Route map, page 507

Reverse route, No. 294

Via Logansport, Peru and Huntington. Over good gravel roads practically all the way, with some stretches of quite rolling country.

MILEAGES

(For this and optional exits, see city map, page 535.)

Total Intermediate

0.0	0.0	LAFAYETTE , Main & 4th Sts. From Court House go southeast on Main St.
0.4	0.4	9th St. ; turn left with one line of trolleys.
0.9	0.5	Hartford St. ; one block after trolley leaves turn right, meeting trolley again just beyond; follow same to
1.1	0.2	13th St. ; turn left with trolley.
1.4	0.3	Greenbush St. ; turn right with trolley to 18th St. (1.7 m); turn left with trolley.
2.3	0.9	Schuyler Ave. ; turn right, still with trolley, keeping straight ahead where same leaves to the right (3.6 m), curving left with road.
4.1	1.8	End of road—roadhouse on right; turn right through covered wooden bridge, avoiding right and left-hand roads just beyond; keep straight ahead with main travel across trolley and RR. (5.8 m).
6.5	2.4	End of road—brick school on right; jog left and immediately right; follow telephone poles.
9.1	2.6	Left-hand road; turn left with one line of poles, crossing RR. at Buck Creek (10.9 m), following main travel straight ahead over rolling country, running downgrade to end of road in
13.8	4.7	AMERICUS . Turn right, avoiding left-hand road (16.1 m), curving right and left across trolley and RR. (18.1 m).
19.5	5.7	End of road—cemetery on left; turn left, using caution for long winding downgrade, crossing iron bridge and trolley at bottom; straight ahead to
20.3	0.8	Main St. ; turn right on pavement to Court House, center.
20.5	0.2	DELPHI , Main & Washington Sts. For diverging routes, see Index map , page 507.
		Keep straight ahead through town on Main St., curving left upgrade. Cross RR. (21.7 m), following telephone poles direct.
22.9	2.4	End of road; turn left, follow poles on direct but rather winding road.
24.7	1.8	End of road; turn right with poles.
27.5	2.8	Jog left and immediately right and again (28.4 m) to center of
28.7	1.2	CAMDEN . Straight ahead across RR. at station.
29.4	0.7	End of road; turn right across iron bridge, curving left with road; go straight ahead through all cross-roads, taking care not to pass
36.6	7.2	4-corners—long row of poplar trees on left; turn left, straight through Deer Creek (37.2 m). Meet trolley from the left (46.2 m), follow same on 3rd St., across iron bridge and RRs. to center of

Route 272**Lafayette Section**

47.1 10.5 **LOGANSPORT**, Broadway & 3rd Sts.

The Barnett House, Market & Second Sts.

Broadway Garage, 603 Broadway, Stock Michelin Tires.

Arthur E. Dunn, 617 Broadway, Stock Michelin Tires.

For city map, see page 464. Diverging routes, see map, page 507.

Turn right on Broadway, follow same for about 1½ miles.

48.7 1.6 **17th St.**—stone wall on left; turn right, leaving trolley, crossing RR. (48.8 m).

48.9 0.2 Jog left with street and immediately right, crossing long iron bridge.

49.3 0.4 Immediately after leaving bridge, turn left on river road, running under RR. (50.7 m)—fine views of river on left.

54.0 4.7 End of road; jog left and take next right, passing brick school (on left) after turn.

56.4 2.4 End of road; turn sharp left through covered wooden bridge, crossing trolley just beyond, running upgrade.

56.6 0.2 End of road, top of grade; turn right, go straight ahead on rather narrow but generally good road, curving right downgrade (58.1 m), following trolley across iron bridge (60.9 m).

62.7 6.1 Fork; keep left with trolley on Main St., following same across RRs. (62.4 m & 63.6 m) to center of

64.8 2.1 **PERU**, Main & Broadway.

Bearss Hotel, Main & Third Sts.

Carson Garage & Auto Co.

Peru Cycle Exchange, Stock Michelin Tires.

For diverging routes, see Index map, page 507.

Straight through on Main St., with trolley, crossing RR. (65.4 m).

67.8 3.0 Curve left and right across trolley, same leaving to the right; cross RR. just beyond.

68.5 0.7 Fork; bear left upgrade, curving left at top; follow direct road past church (on right—70.7 m).

71.1 2.6 4-corners; turn right, meeting telephone line; go straight ahead through all cross-roads, passing cemetery (on left—79.3 m).

79.7 8.6 6-corners—iron watering trough in center; bear left on Maple St.

80.0 0.3 **Wabash St.**; turn right, crossing RR., past Court House to center of

80.4 0.4 **WABASH**, Wabash & Market Sts.

The Motor Inn Co., Stock Michelin Tires.

Straight ahead on Wabash St., with trolley, across RR. and long iron bridge.

80.9 0.5 End of road just after leaving bridge; turn left, leaving trolley, running under RR. (81.3 m).

81.4 0.5 Fork; bear right with poles across RR. and iron bridge.

81.6 0.2 Fork—grist mill on right; bear left with poles up rather rough grade; follow direct road with main travel, curving right at school (89.0 m).

Lafayette Section

Route 273

- 89.1 7.5 3-corners in middle of grade; bear left, avoiding right-hand road, turning right with road through covered bridge (89.4 m). Avoid left-hand road just beyond.
- 90.2 1.1 End of road; turn left upgrade, taking next right at white church.
- 94.9 4.7 End of road; jog right and immediately left through irregular 4-corners, passing school (on right).
- 95.5 0.6 4-corners; turn left with poles, shortly winding down-grade.
- 100.3 4.8 Just after bearing right into road from left, turn left through covered bridge, going straight ahead on Etna Ave. to
- 101.9 1.6 End of street; turn left across iron bridge and RR. to Court House, center of
- 102.3 0.4 **Tipton St.**—brick school on right; turn right, going straight ahead across RR. (103.0 m).
- 103.3 1.0 Fork; keep left with one line of poles.
- 105.1 1.8 End of road; jog right, curving left just beyond with main travel.
- 111.2 6.1 End of road; jog right and immediately left through irregular 4-corners, passing church and school on opposite sides of road (112.2 m).
- 116.2 5.0 4-corners—school and church on left-hand corners; turn right. Road is practically straight for over 15 miles, jogging slightly right and left (117.2 m) through all cross-roads.
- 131.5 15.3 Curve left and right under RR., bearing left around cemetery.
- 132.2 0.7 Just after meeting trolley, turn right with same under RR., keep straight ahead on Main St., across RR. and iron bridge to Court House, center of
- 133.7 1.5 **FORT WAYNE**, Main & Calhoun Sts.

Wayne Hotel, W. Columbia St.

Bachelor Garage, E. Columbia St.

Ft. Wayne Machine Co., 1035 Calhoun St., Stock Michelin Tires.

Randall Motor Car Co., 116 W. Wayne St., Stock Michelin Tires.

For city map, see page 558. For diverging routes, see Index map, page 507.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 273—Lafayette, Ind., to Lima, Ohio.—164.9 m.

Route map, page 507

Reverse route, No. 329

Via Kokomo and Marion, over level country on good gravel pike all the way.

MILEAGES Total Intermediate

(For this and optional exits, see Lafayette city map, page 535.)

- 0.0 0.0 **LAFAYETTE**, Ind., Columbia & 4th Sts. (Court House on left). Go east on Columbia St., crossing RRs. (0.1 m & 0.5 m), running up long easy grade; bear right at top with trolleys, at intersection of Main St. to
- 0.8 0.8 5-corners; turn left, away from trolleys on South St., picking up trolley (from the right—1.3 m); follow same straight ahead—trolley ends (1.8 m). Continue on direct road, bearing left, running down long grade (5.6 m)—**Caution** for a sharp curve right (6.2 m) — cross iron

Route 273

Lafayette Section

- bridge (6.5 m); cross second bridge (6.9 m), turning left, and right past grist mill, straight ahead on direct road running up slight grade to
- 8.5 7.7 End of road just after passing church (on right); turn right, and next left just beyond, passing church (on left—11.7 m); through small hamlet of **Edna Mills** (12.3 m), bearing right, cross iron bridge, and left just beyond, upgrade; follow direct road over rolling country, past school (on left—14.0 m) and church (14.4 m), crossing iron bridge (15.3 m) to
- 16.0 7.5 **ROSSVILLE**. Continue straight ahead; cross RR.; pass school (on right—18.9 m) to
- 20.1 4.1 **SEDALIA**. Straight through; cross RR., over iron bridge (21.5 m), straight through small hamlet of **Geetingsville** (22.4 m), pass school (on left—24.6 m) to end of road at
- 26.3 6.2 **MIDDLEFORD** (center of town to the right).
 Note—At this point intersect routes Nos. 222 and 204.
 Turn left on Michigan Road, following same past school (28.6 m) to
- 30.9 4.6 **BURLINGTON** (postoffice on farther right-hand corner). Turn right on direct road; follow telephone line, bearing left and right downgrade (33.6 m), pass cemetery (on left—34.7 m) and church (on right—36.2 m), pass cemeteries on opposite sides of road (38.1 m & 38.2 m)—avoid all intersecting roads—follow telephone line, bearing left across iron bridges (40.7 m) to
- 41.6 10.7 Fork; bear left with poles, following straight road across RR. (44.4 m), running onto pavement on Sycamore St. (44.6 m); follow same street to center of
- 45.3 3.7 **KOKOMO**, Sycamore & Main Sts. (Court House on left).
 Hotel Frances, Mulberry St.
 Excelsior Garage, 108 Mulberry St.
 J. E. Palethorpe, 120 E. Sycamore St., Stock Michelin Tires.
 Kokomo A. & M. Co., 220 W. Mulberry St., Stock Michelin Tires.
 Note—At this point intersect routes Nos. 205 and 223.
 Turn left on Main St., passing Court House (on left); go 4 blocks to
- 45.5 0.2 **Jefferson St.** Turn right, crossing RR. (45.7 m)—trolley ends (46.3 m).
- 46.9 1.4 End of road; jog right, and immediately left on straight road for over 14 miles, crossing RR. (52.3 m) to
- 56.5 9.6 **SYCAMORE** (station on right). Go straight ahead; cross RR. and trolley, direct road to
- 61.3 4.8 Prominent 4-corners; turn left to center of
- 62.2 0.9 **SWAZEE** — 4-corners — RR. crossing straight ahead.
 Turn right, crossing RR. (station on left—62.4 m); turn left with road just beyond to
- 62.5 0.3 End of road; turn right away from tracks; road is straight east for 7½ miles, to

- 70.0 7.5 Prominent cross-roads (poor road straight ahead); turn left main travel, picking up trolley at asphalt pavement on Washington St. (70.6 m); follow same straight ahead, past Normal School (on right), through **South Marion** (71.7 m), under RR. (72.2 m), cross RR. (73.0 m) to center of
- 73.5 3.5 **MARION**, Washington & 3rd Sts.—Court House on right.
 Spencer House, 4th & Adams Sts.
 Wiggen B. & H. Co., "On the Square," Stock Michelin Tires.
 For diverging routes, see Index map, page 507.
 Turn right on 3rd St., crossing RR. (73.7 m), going through covered wooden bridge and swinging right with road (74.1 m), cross RR. (72.2 m), jogging left and immediately right (78.8 m), jogging left and immediately right (84.7 m), crossing RR. (93.1 m).
- 93.3 19.8 4-corners—church on right; meeting trolley, turn left with same for 3 blocks to center of
- 93.5 0.2 **MONTPELIER**—4-corners. Turn right, leaving trolley, cross iron bridge (94.3 m).
- 94.4 0.9 Left-hand road immediately after crossing iron bridge—big barn on left; turn left, crossing trolley (96.9 m), RR. (97.1 m), straight through **Keystone** (97.2 m). **Caution not to pass**
- 98.2 3.8 4-corners; turn right, crossing RR. and trolley (98.7 m), jogging left and immediately right (100.2 m), crossing RR. (103.5 m).
- 103.7 5.5 **PETROLEUM**. Straight through, jogging right and left (105.9 m).
- 106.9 3.2 **DOMESTIC**—4-corners—store on far right; turn left.
- 108.9 2.0 4-corners—red brick school-house on near left; turn right.
- 110.3 1.4 4-corners—red brick school-house on far left; turn left.
- 111.3 1.0 End of road; turn right, avoiding angling road and crossing trolley (112.0 m), going straight through **Berne** (116.9 m), crossing RR. at **Berne Station** (117.0 m).
- 124.6 13.3 End of road; turn right on road dividing Ohio from Indiana.
- 124.9 0.3 First left-hand road; turn left across RR. (133.7 m), avoid angling road to the right (135.8 m), straight through **Mercer** (136.0 m).
- 136.2 11.3 4-corners immediately after passing school-house and church; turn left.
- 137.2 1.0 At first right-hand road turn right, swinging left with road along RR. track.
- 140.4 3.2 4-corners; turn right.
- 140.5 0.1 4-corners—big red building on near right; turn left, going straight through **Mendon** (140.6 m).
- 141.7 1.2 End of road; jog right past cemetery and immediately left.
- 142.4 0.7 First 4-corners; turn right, jogging left and immediately right with road (145.4 m), passing road to the right leading to Monticello (146.9 m), crossing RR. (147.7 m).
- 150.3 7.9 End of road; turn left along canal.

Route 274**Lafayette Section**

- 150.8 0.5 4-corners; turn right, crossing small iron bridge.
 150.9 0.1 4-corners—grain elevator on near right; turn left.
 151.0 0.1 **SPENCER**—band stand on left. Straight through 1 block.
 151.1 0.1 4-corners; turn right, passing church and cemetery (on left—154.9 m); jog left and immediately right (155.9 m). Swing left with road (158.7 m), through diagonal cross-roads (158.9 m), swinging right with road (159.2 m).
 161.6 10.5 End of road; turn left on winding but direct road across RR. (161.9 m).
 162.1 0.5 End of road; bear right with telephone line, running onto brick pavement and picking up trolley from the right.
 162.9 0.8 Left-hand street—cemetery on right; turn left, picking up asphalt pavement on Woodlawn St., leaving trolley.
 163.5 0.6 **Market St.**; turn right, picking up trolley from the right (163.8 m), following same to center of
 164.9 1.4 **LIMA**, Market & Main Sts.—Public Square.

Hotel Norval, Main & North Sts.

Lima House, East side of Square.

Henry A. Mack Garage, 124 W. Market St.

Majestic Auto Co., E. Market St.

United Motor Toledo Co., 113 W. North St., **Stock Michelin Tires.**

For city map, see page 611. For diverging routes, see **Index map**, page 579.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 274—Marion to Winchester, Ind.—56.9 m.

Route map, page 507

Reverse route, No. 274-R

Good gravel road all the way through level country.

MILEAGES

Total Intermediate

- 0.0 0.0 **MARION**, 3rd & Washington Sts.
 From Court House (on left) go south on Washington St., with trolley, crossing RR. at station (0.5 m) and RRs. (1.6 m & 1.9 m), avoiding angling road to the left (2.1 m)—trolley ends (2.8 m).
 5.6 5.6 4-corners; turn left where poles go straight ahead; cross RR. at station (8.9 m).
 9.0 3.4 4-corners—church on far right; turn right, picking up trolley.
 9.3 0.3 4-corners; turn left, leaving trolley, bearing right through 5-corners immediately beyond.
 10.2 0.9 Left-hand branch road immediately beyond big yellow brick building; bear left with main travel on winding road, cross RR. (10.9 m). Avoid angling cross-roads at school-house (16.1 m), crossing RR. (17.9 m), avoiding road to the left leading to Manlius (19.0 m), jogging right and immediately left with road (19.5 m), turning sharp left with road (20.8 m), crossing RR. at **Wheeling Station** (21.2 m).
 21.9 11.7 **WHEELING**; 4-corners—stone on left and right.
 Turn right, going straight through **Southport** (24.8 m), crossing RRs. (24.9 m & 30.4 m), running onto brick pavement (33.1 m)—trolley comes in from the left (33.4 m); follow same straight ahead to center of

34.2 12.3 **MUNCIE**—Court House on left.

Hotel Delaware, Jackson & Mulberry Sts.

Dolson Auto Supply Co., 210 E. Seymour St., Stock Michelin Tires.

McInnis & Hanley, 415 E. Jackson St., Stock Michelin Tires.

Turn left onto Main St., with one line of trolley, crossing RR. and jogging right and immediately left (35.2 m), going under RR. (35.4 m), crossing RR., iron bridge and second RR. (35.6 m), still with trolley; jog left across trolley and immediately right (37.2 m), straight through **Selma** (40.4 m), **Parker** (43.8 m).

47.7 13.5 Irregular 4-corners; turn right with trolley, crossing RR. (48.0 m), straight through **Farmland** (48.8 m), crossing iron bridge (49.2 m).

49.3 1.6 4-corners immediately after crossing bridge; turn left—trolley comes in from the left (49.6 m) and leaves to the right (50.1 m); straight ahead, turning sharp right with road across trolley and immediately left (52.7 m)—trolley leaves to the left at creamery (56.3 m), jog right and immediately left (56.6 m), cross RR. (56.8 m).

56.9 7.6 **WINCHESTER**—Court House on left.

Canada Garage, W. N. corner of Square.

For diverging routes, see Index map, page 557.

Route 274R—Winchester to Marion, Ind.—56.9 m.

Route map, page 557

Reverse route, No. 274

Good gravel road all the way through level country.

MILEAGES

Total Intermediate

0.0 0.0 **WINCHESTER.** Court House on right.

From Court House go due west, crossing RR. (0.2 m).

0.4 0.4 Fork; bear right and immediately left just beyond—trolley comes in from right at creamery (0.7 m); turn right with road across trolley and immediately left with road (4.2 m), crossing trolley (6.9 m). **Caution not to pass**

7.7 7.3 4-corners; turn right and immediately crossing iron bridge, straight through **Farmland** (8.2 m), crossing RR. (9.0 m).

9.3 1.6 Irregular 4-corners; turn left with trolley, straight through **Parker**—red brick school-house on right (13.2 m), **Selma** (16.6 m); jog left across trolley and immediately right (19.8 m); go over 2 RRs. (21.5 m), under RR. (21.6 m); jog right across trolley and immediately left (21.7 m), cross RR. (21.8 m), straight ahead with trolley, same thorofare becoming Main St., which follow to center of

25

NOTE in a convenient place your total mileage when you put on a new tire. Note how many miles when it must be removed. The Warner Auto-Meter, "The Aristocrat of Speed Indicators," has furnished evidence on which many a tire claim has been adjusted.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 275

Lafayette Section

- 22.8 13.5 **MUNCIE**. Court House on right.
 Hotel Delaware, Jackson & Mulberry Sts.
 Dolson Auto Supply Co., 210 E. Seymour St., Stock Michelin Tires.
 McInnis & Hanley, 415 E. Jackson St., Stock Michelin Tires.
 Turn right around Court House, with trolley, avoiding angling road to the right (22.9 m); trolley leaves to the right (23.6 m); avoid angling road to the right (25.1 m), cross RR. (26.6 m) and again (31.1 m), straight through **Southport** (32.2 m).
- 35.1 12.3 **WHEELING**; 4-corners—store on near right and one on far left.
 Turn left, crossing RR. at **Wheeling Station** (35.8 m), turning sharp right with road (36.2 m); jog right and immediately left with road (37.5 m); pass road on right leading to Manlius (38.7 m), cross RR. (39.1 m), straight through diagonal 4-corners at school-house (40.9 m), cross RR. (46.1 m).
- 46.8 11.7 End of road; bear right with main travel.
- 47.7 0.9 5-corners; turn left to first 4-corners immediately beyond, where turn right, picking up trolley.
- 48.0 0.3 4-corners—church on near right; turn left, leaving trolleys, crossing RR. (48.1 m).
- 51.4 3.4 4-corners; turn right, picking up telephone poles, running onto asphalt pavement (54.2 m), avoiding angling road to the left (54.9 m), crossing RRs. (55.1 m, 55.4 m & 56.5 m), same thorofare becoming Washington St., which follow to center of
- 56.9 5.5 **MARION**, 3rd & Washington Sts.—Court House on right.
 Spencer House, 4th & Adams Sts.
 Wiggen B. & H. Co., "On the Square," Stock Michelin Tires.
 For diverging routes, see Index map, page 507.

Route 275—Lafayette to Indianapolis, Ind.—67.6 m.

Route map, page 507

Reverse route, No. 221

Via **FRANKFORT**, meeting Michigan Road at **KIRKLIN**. Good gravel road all the way.

MILEAGES (For this and optional exits, see Lafayette city map, page 535.)
 Total Intermediate
 0.0 0.0 **LAFAYETTE**, Main & 4th Sts.

- At Court House go southwest on 4th St., one short block to
- 0.1 0.1 Columbia St. on farther side of Court House; turn left on good asphalt pavement, following same across RR., running up long grade;
- 0.7 0.6 4-corners at top of grade, where Main St. comes in from the left; turn right, follow trolley straight across RR.
- 5.4 4.7 Prominent left-hand road—RR. crossing straight ahead; turn left with trolley on direct road; straight through **Dayton** (7.7 m) to
- 8.1 2.7 Prominent fork (trolley leaves to the right); turn left down short grade, passing through covered wooden bridge (8.6 m), follow direct road with main travel to center of
- 13.6 5.5 **MULBERRY**, 5-corners; turn right on middle street, pass-

Model Machine Works

THE OFFICIAL

Supplies,
Storage.

GARAGE

Machine Works,
Tire Repairing.

P. F. GABLE, Prop., 260 E. Clinton St. One-half block east of Hotel.

FRANKFORT, INDIANA

- ing iron pump (on right); cross RRs. (13.7 m & 14.1 m), running downgrade across stone culvert (17.4 m), and up corresponding grade; follow direct road with some turns, passing road (on right—16.6 m), curving left (18.8 m) to
- 19.6 6.0 Right-hand road immediately beyond RR.; turn right and next left with main travel, straight through small village of **Jefferson** (20.0 m); follow direct road, bearing right and left across RRs. (23.7 m), pass station (on left); running onto Clinton St., which follow to Court House, center of
- 24.2 4.6 **FRANKFORT**, Jackson & Clinton Sts.
Model Machine Works, 260 E. Clinton St.
M. R. Rothenberger, 309 N. Main St., Stock Michelin Tires.
- At farther side of Court House turn right on Jackson St., follow brick pavement to
- 24.6 0.4 Diagonal street—Alhambra St.—bear left, straight out of town, past fairgrounds (on right—25.2 m); cross RR. (25.6 m) to
- 27.8 3.2 End of road, brick school on right; turn right, curving left (28.0 m) and right (28.2 m).
- 28.5 0.7 Left-hand road; turn left.
- 29.7 1.2 Fork, brick school on left, RR. a short distance ahead; bear right to prominent 4-corners at small village of
- 30.6 0.9 **CYCLONE**, store on left; turn right away from RR.
- 31.6 1.0 4-corners; turn left.
- 32.1 0.5 Turn right with main travel, and left a short distance beyond, following telephone poles; cross iron bridge (34.1 m), keeping left immediately beyond.
- 35.9 3.8 End of road; jog right and next left to center of
- 36.1 0.2 **KIRKLIN**, 4-corners.

(At this point intercept route No. 204 "South Bend to Indianapolis.")

Turn square right on Michigan Road; straight ahead past numerous intersecting roads; cross RR. at **Rosston** station (46.5 m); cross 2 stone bridges entering **Augusta** (47.9 m); continue straight through across iron bridge (50.3 m); shortly descending grade, cross long iron

WOLVERINE OIL

Clearest and cleanest oils are freest from carbon, providing they have sufficient body to lubricate.

WOLVERINE LUBRICANTS CO. 80 BROAD ST. N.Y.C.

Route 275

Lafayette Section

bridge (52.1 m). Continue straight ahead on Michigan Road, passing Crown Hill Cemetery (on left).

63.9 27.8 **30th St.**; turn left on same, following good pavement to
64.7 0.8 **Meridian St.**, stone wall on right; turn right, following same straight across stone bridge (65.2 m); straight ahead, passing postoffice (on left—67.5 m) to Soldiers' Monument.

67.6 2.9 **INDIANAPOLIS**, Monument Circle.

Hotel English, West side of "Circle."

The New Denison Hotel, Ohio & Pennsylvania Sts.

The Claypool Hotel.

Meridian Auto Co., 724 N. Meridian St.

Fox Garage, 516 N. Capitol Ave.

Indiana Auto Co., 323 Mass Ave., Stock Michelin Tires.

The Guarantee Tire & Rubber Co., 208 Illinois St., Stock Michelin Tires.

For city map, see page 461. For diverging routes, see Index map, page 507.

For through connections, see Trunk-line Index map, front of book.

FOX GARAGE

516-18-20 North Capital Avenue

Indianapolis

6 Squares from Business Center

F Modern and absolutely fire-proof garage. Machine shop. Storage capacity—100 cars. Taxicab, Touring Car and Limousine Service run in connection. Headquarters, English Hotel.

FRANK P. FOX, Proprietor

Also Proprietor **HADDON HALL GARAGE, TERRE HAUTE**

READ CAREFULLY the article printed on front of Trunk Line Chart, How to Use the Blue Book. Great improvements have been made in this edition, and an understanding of the general arrangement of routes and the indexing by maps is essential to the proper use of the Guide.

Hotel English

Monument Place
INDIANAPOLIS



¶ The English, equipped with every modern improvement is prepared to give the tourist unsurpassed service and accommodations.

¶ Rooms with or without bath. Single and ensuite.

¶ Located at terminus of all official auto routes in the heart of town at center of shopping, business and theater districts.

Close to Garage

Taxicab Headquarters

European without bath	-	\$1.00 to \$2.00
European with bath	-	\$2.00 to \$3.00

American Plan if Desired

ALL ROADS

LEAD TO

Route 276

Lafayette Section

Route 276—Lafayette to Terre Haute, Ind.—87.1 m.

Route map, page 507

Reverse route, No. 241

Via Crawfordsville and Rockville. Good gravel road practically all the way.

MILEAGES
Total Intermediate

(For this and optional routes, see city map, page 535.)

- | | | |
|------|------|---|
| 0.0 | 0.0 | LAFAYETTE , Main & 4th Sts. Go north on Main St. 2 blocks to 2nd St. (0.1 m); turn left past depot on right, curving right just beyond; cross dangerous RR. crossing (0.4 m). Pass Lafayette Packing Co. (on right—1.2 m); turning left with road, cross grade crossing (1.7 m), running under RR. just beyond; at end of road jog right (2.3 m); cross bridge (3.9 m); cross bridge (4.6 m); cross 2 bridges (10.9 m), straight ahead to |
| 12.3 | 12.3 | ROMNEY . Continue through, crossing bridge (13.0 m); where poles with largest number of wires turn right—(small unpainted house setting high on left)—just beyond intersecting road (14.2 m) turn right, crossing RR. (14.6 m); at end of road turn left (15.4 m); cross bridge (21.8 m); continue straight ahead through covered bridge (27.0 m). Continue to Market St., and bear left 1 block to Main St. Turn right to Court House, |
| 27.9 | 15.6 | CRAWFORDSVILLE .
Continue on Main St. to Chestnut St. (28.6 m), and turn right 2 blocks to end of street, where turn left. Keep straight ahead across bridge (32.3 m); cross RR. (33.3 m). Continue to where line of poles turns right (34.2 m)—town can be seen over to right—turn right to
The Crawford, Main & Green Sts.
Cummings Auto Co.
Albright Auto Co., 210 E. Market St., Stock Michelin Tires . |
| 35.2 | 7.3 | NEWMARKET . Cross RR. and continue straight ahead, turning left with poles (36.8 m); keep ahead, following poles to end of road (40.6 m); turn left with poles and continue straight through |
| 41.8 | 6.6 | BROWNS VALLEY . At store buildings, end of street, turn right across RR. and continue to end of road (42.4 m). Turn left across RR. (43.5 m). At end of road turn left. At first road (on right)—white frame dwelling on left—turn right and continue to Cross St., |
| 44.3 | 2.5 | WAVELAND . Turn left and keep ahead. Road bears right. Continue to hamlet of Milligan (46.6 m), there turn right; continue straight ahead to RR. (49.6 m), cross to white school (on left); turn left, following main travel under RR., passing depot (on left) at |
| 49.9 | 5.6 | GUION . Keep ahead across RR. (50.3 m); cross small bridge (52.2 m). Cross RR. at |
| 52.5 | 2.6 | JUDSON . Turn left on first road; go 1 block and turn right. Continue ahead, at end of road bear right (54.3 m). Keep ahead. Cross bridge (56.9 m); pass under RR. (57.0 m); bear right, cross covered bridge (58.4 m); cross RR. (59.3 m), continue to Court House, |

59.7 7.2 **ROCKVILLE.**

New Central Hotel. Coleman Garage.

Turn left 1 block, continue to end of street, and turn left 1 short, then right (60.0 m). Keep ahead on gravel road; at forks (62.8 m) and (63.5 m), keep right, crossing bridge (63.7). At white church turn right (64.7 m). After descending long hill (66.1 m) bear left, crossing covered bridge (66.2 m). Cross RR. (66.3 m); continue to store (on left) and hotel (on right),

66.6 6.9 **MECCA.** Turn left, keep ahead on winding road, bearing right, passing under RR., and crossing viaduct (68.8 m). Continue to first road (on right—69.3 m); turn right and ascend serpentine hill. Use care as road is narrow. At end of road jog right (70.5 m); continue to end of road (71.6 m). Turn right, follow gravel road; continue to end of road and turn left (72.9 m). Keep ahead to

76.3 9.7 **ATHERTON.** At RR.—depot on right—turn right, crossing RR. and continuing to trolley power station (76.7 m); turn left and continue ahead, crossing bridge (76.8 m); road is straight through

82.4 6.1 **ELLSWORTH.** Cross RR. (83.9 m), cross bridge (84.7 m). Road becomes Lafayette St. Continue on, bearing left on 7th St., then ahead to Wabash St.,

87.1 4.7 **TERRE HAUTE,** Wabash & 7th Sts.

Haddon Hall Garage, 677 Ohio St.

For city map, see page 508. For diverging routes, see *Index map*, page 507.For through connections, see *Trunk-line Index map*, front of book.**Route 277—Lafayette, Ind., to Champaign, Ill.—93.2 m.**

Route map, page 47

Reverse route, No. 89

*Via ATTICA and COVINGTON, Ind. Good gravel roads all the way.***MILEAGES**
Total Intermediate

(For this and optional exits, see city map, page 535.)

0.0 0.0 **LAFAYETTE,** Main & 4th Sts. (Court House on left).

Go west 2 blocks, to

0.1 0.1 **2nd St.** Turn left, pass station (on right), bear right across tracks on Wabash Ave., passing Lafayette Packing Co. (on right—1.2 m); cross iron bridge (1.6 m), turning left with road; cross one RR., running under second RR., to

1.9 1.8 First right-hand road just beyond RRs.; turn right with poles, straight through small village of **Elston** (2.2 m).

2.9 1.0 Fork; turn left, bearing slightly right just beyond, over RR. bridge (3.3 m), turning left with road; follow direct road across iron bridge (3.7 m). Avoid road to left (3.9 m). Straight through **Shadeland** (4.5 m).

6.2 3.3 Prominent left-hand road; turn left—poles divide; cross iron bridge (9.0 m) to

10.2 4.0 End of road; turn right, cross small concrete bridge.

13.3 3.1 Prominent 4-corners; turn left to next

14.3 1.0 Right-hand road; turn right to

16.2 1.9 **ODELL.** Straight through to next

17.7 1.5 End of road; turn left to next

Route 277

Lafayette Section

- 18.0 0.3 Right-hand road; turn right to
- 19.2 1.2 End of road; turn left with poles to next
- 19.5 0.3 Right-hand road; turn right, still with poles; follow same straight on past school (on left—23.4 m) to fork on edge of
- 25.8 6.3 **ATTICA**—business center straight ahead.
Westfall Auto Co., Main St., Stock Michelin Tires.
For diverging routes, see Index map, page 507.
Bear left, passing school (on left) to next
- 25.9 0.1 Left-hand street; turn left, jogging left and right on brick pavement (26.1 m); follow same straight out
- 27.0 1.1 End of street; turn left, meeting telephone line, turning right with road (27.4 m), straight south to
- 29.8 2.8 Fork; turn right, running down slight grade, through covered wooden bridge (30.0 m), bearing left upgrade to
- 30.6 0.8 **ROB ROY** (RR. on right). Continue straight ahead, jogging left and right between church and schoolhouse (30.8 m); follow telephone line. **Caution** not to pass
- 35.0 4.4 Prominent cross-roads; turn right, downgrade; cross RR. at
- 35.5 0.5 **STONE BLUFFS**. Turn left, and immediately right just beyond RR. crossing, straight out of village, bearing left and right with road (35.8 m); cross iron bridge just beyond; follow direct road, running onto stone road (36.8 m); follow same to prominent crossroad; turn left to
- 37.9 2.4 End of road; turn right, straight ahead, jogging left and right (40.3 m); pass school (on right—41.5 m) to
- 43.0 5.1 Fork; bear left, shortly running onto brick pavement.
- 44.4 1.4 **COVINGTON** (Court House on right). Turn right on farther side of Court House for 4 blocks, to
- 44.7 0.3 4-corners; turn left, cross RR. just beyond; over iron bridge, through covered wooden bridge over Wabash River (45.1 m); follow direct road, bearing slightly left, and then right; cross RR. (45.9 m), pass cemetery (46.1 m)—avoid road to left (47.4 m), going straight ahead upgrade with telephone line, passing cemetery (on right), straight through irregular 4-corners (49.7 m), pass schools (on right—50.9 m & 53.2 m); cross RRs. (53.5 m & 53.6 m), meeting trolley (from right—55.0 m); follow same past Old Soldiers' Home (on left), bearing left on Main St. (55.5 m); cross RRs. (56.4 m & 57.0 m), to center of
- 57.2 12.5 **DANVILLE**, Public Square.
The Plaza, south side of Square.
Robt. Holmes & Bros. Garage, 40 Hazel St.
D. D. Snyder & Co., 238 W. Main St., Stock Michelin Tires.
J. B. Chambers & Son, 27 Walnut St., Stock Michelin Tires.
For city map, see page 213. For diverging routes, see Index map, page 46.
Turn right on Vermillion St. for 2 blocks.

Lafayette Section**Route 280**

- 57.4 0.2 **Harrison St.**—Post Office on farther right; turn left, going straight ahead.
- 58.0 0.6 At end of street jog right and immediately left, crossing long iron bridge, running off of same meet trolley from the left, follow across RR.
- 58.5 0.5 End of street—trolley leaves to the left; jog right across RR. and immediately left, running upgrade onto brick pavement (59.2 m); follow same, curving left and right across RR. and trolley (60.1 m). Brick ends (61.2 m), keep straight ahead. **Caution** for rather steep downgrade (62.3 m).
- 62.7 4.2 Fork; bear right with main travel across 2 iron bridges, running upgrade, follow along top of bluff for short distance.
- 65.6 2.9 End of road immediately after crossing trolley; jog left and immediately right, continuing almost straight west for over 17 miles. Cross RR. (67.6 m) and trolley (76.2 m), another RR. (79.8 m).
- 83.0 17.4 Turn right with road and left a short distance beyond.
- 85.6 2.6 End of road; turn right, taking next left, curving right with road (88.3 m).
- 88.6 3.0 Left-hand road—RR. straight ahead; turn left, meeting trolley; follow same across RR. (90.4 m) to center of
- 90.6 2.0 **URBANA**—Court House on left.
Kirby Garage, 108 N. Market St.
Go 1 block beyond Court House, turn left on Race St. for 2 blocks.
- 90.9 0.3 **Green St.**—church on farther left; turn right, going straight ahead past buildings of State University, running under RR. (92.6 m).
- 92.7 1.8 **Neil St.**, just beyond RR. underpass; turn right to center of
- 93.2 0.5 **CHAMPAIGN**, Main & Neil Sts.
Twin City Motor Co., 103 West Hill St., Stock Michelin Tires.
For city map, see page 207. For diverging routes, see Index map, page 46.
For through connections, see Trunk-line Index map, front of book.

Route 280—Lafayette, Ind., to Bloomington, Ill.—117.0 m.

Route map, page 46

Reverse route, No. 54

Via Oxford, Ind., and Hoopeston, Paxton and Gibson City, Ill. Level country practically all the way. Good gravel roads in Indiana, and fair dirt roads in Illinois in dry weather.

Blue Book cars were unable to cover this route, but gathered the following information from local authorities, feeling that it would be of some value to those locally unacquainted with the territory. This route is almost due west and is a straight road for a larger part of the distance.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 535.)

0.0 0.0 **LAFAYETTE, IND.**, Main & 4th Sts.

From Court House go north on Main St., following trolley across long iron bridge over Wabash River (0.3 m), running up slight grade, bearing left with trolley past buildings of Purdue University—trolley leaves to the right just beyond.

Route 280

Lafayette Section

- 2.6 2.6 Prominent fork, RR. underpass over to the left; turn right up slight grade across RR. (2.8 m); avoid road to the left (4.9 m); following direct road past church and school (on left—7.0 m).
- 7.1 4.5 Prominent 4-corners, pump on farther right; turn left, and next right just beyond, to RR. station at
- 7.2 0.1 **MONTMORENCI**, station on right; cross RR. and turn left just beyond.
- (Route 271, "Lafayette, Ind., to Chicago, Ill.," goes straight ahead.)
- Follow along within sight of tracks, bearing left with main travel at irregular 4-corners (9.2 m) to prominent right-hand road in
- 11.2 4.0 **OTTERBAIN**, station on right; turn right away from RR.
- 12.2 1.0 Prominent left-hand road; turn left to next
- 12.6 0.4 Right-hand road; turn right for 1 mile.
- 13.6 1.0 Prominent left-hand road; turn left, following main travel on straight road west to center of
- 20.2 6.6 **OXFORD, IND.** Continue straight through town, crossing C. & E. I. RR., paralleling L. E. & W. RR. (on left); continue straight west to center of
- 30.0 9.8 **BOSWELL**; turn left, crossing RR. to
- 31.0 1.0 Prominent 4-corners; turn right, re-crossing tracks to
- 35.0 4.0 **TALBOT**; turn left, and follow along close to tracks; straight past **Ambia** station (37.8 m); bearing right away from RR. on direct road to northern edge of town;
- 45.0 10.0 Prominent left-hand road; turn left into
- 46.0 1.0 **HOOPESTON**.

Hoopeston Automobile Co., Stock Michelin Tires.

Do not cross RR, but turn right, following direct road on north side of L. E. & W. tracks, passing numerous small towns located on the RR. over to the left. Road is almost straight to northern edge of

- 69.0 23.0 **PAXTON**. Continue straight ahead on direct road, still paralleling L. E. & W. tracks through northern edge of **GIBSON CITY**. Continue straight ahead to
- 86.5 17.5 End of road; turn right for about 1.5 miles to
- 88.0 1.5 Prominent left-hand road; turn left—road is straight west for 28 miles on old Empire road, same thorofare becoming Empire St., which follow to
- 116.5 28.5 **Main St.**; turn left to Court House, center of
- 117.0 0.5 **BLOOMINGTON**, Main & Jefferson Sts.

Peoples Restaurant, 115 E. Jefferson St.

Murray & Velde Garage, 205 So. East St.

For city map, see page 148. For diverging routes, see Index map, page 150.

NOTICE.

We were unable to properly show on Index Maps the routes West of Kansas City; therefore we wish to Call Attention to the route data published for the first time to Wichita, Oklahoma City and Ft. Worth—(Routes 657 to 665)—and to the Pacific Coast—(Routes 1001 to 1012).



The numbers on routes refer to corresponding route numbers shown at top of each page. Number in circles refer to page number of city map which is placed at head of corresponding section.

Remodeled and Refurnished Throughout.

Absolutely Modern.

Rates—\$2.50 and up, American Plan; \$1 up, European.

120 Guest Rooms; 40 Private Baths.

Soft Water in Every Room.

The Wayne Hotel

Absolutely largest and best-lighted sample rooms in the State. Rooms with or without bath. Local and long distance telephone in every room. Hot and cold running water and steam heat in every room. Vacuum Cleaning System. First-class Dining Room. Hotel located in center of business district and one-half block from Interurban Station. Shower Baths on every floor.

Wm. D. Collins, Mgr.

Fort Wayne, Ind.



C. A. Bachelor's Garage

Cor. E. Columbia and Clinton Streets

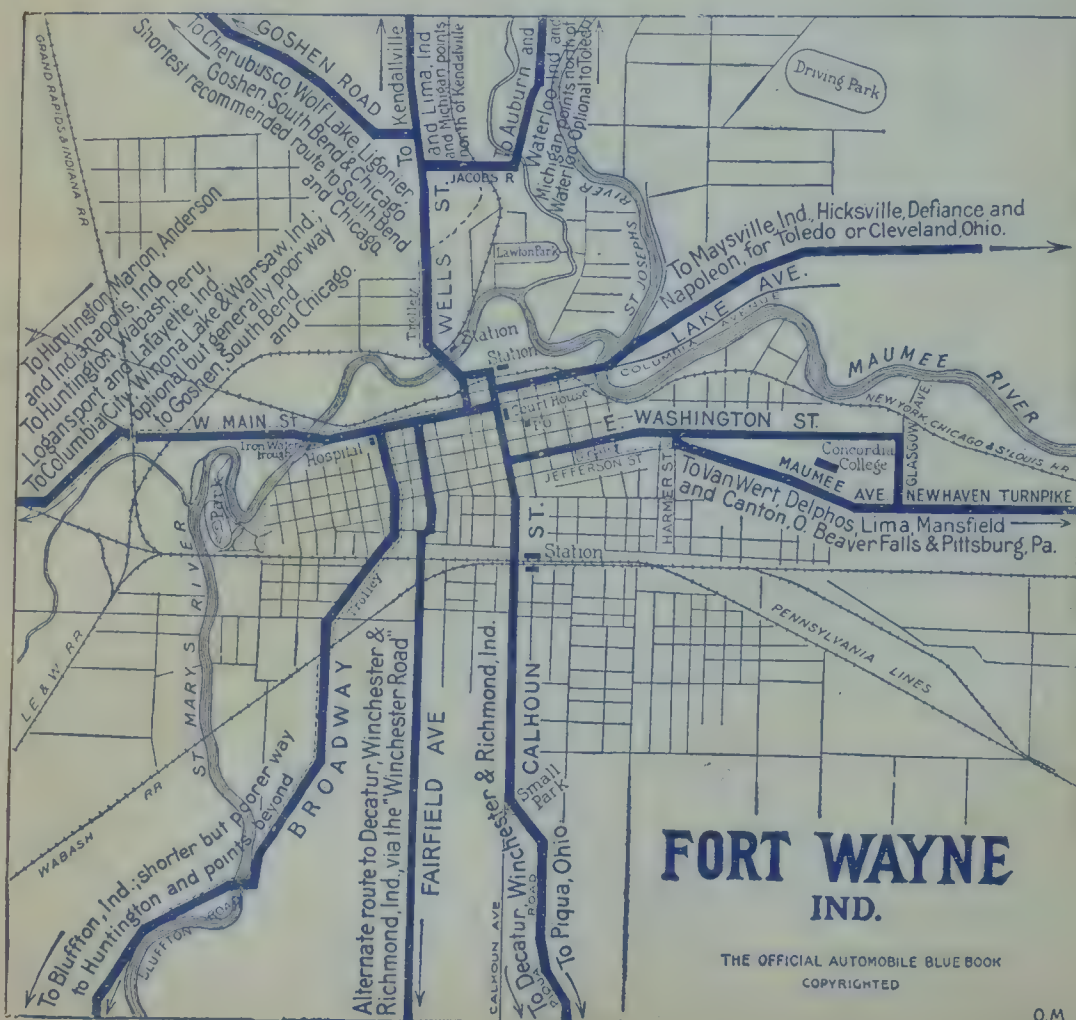
Fort Wayne, Indiana

STORAGE

MACHINE WORK

SUPPLIES

Home Phone 2930



FORT WAYNE SECTION

ROUTES 281 TO 300.

Route Center—The Court House at the intersection of Main & Calhoun Sts. has been taken as the starting point for all routes into this head, as it is not only the most easily identified, but close to the business center and convenient to all hotels and garages.

Points of Interest—Fort Wayne is distinctly an industrial city of over 60,000 inhabitants, the third city in point of population in the state and one of its most important cities. It is located on the Maumee River at the junction of St. Joseph and St. Mary's and occupies the site of an old fort which was built in 1764 by Mad Anthony Wayne for defense against the Indians. This is now kept up as a small park overlooking the Maumee River. A boulder has been erected to mark the spot where General Wayne entered this section from the east, and is known as "Wayne Trace" on west Superior St. The home of Hugh McCulloch, Secretary of the Treasury under President Lincoln, is still standing. Sweeney Park at the end of Washington Boulevard is kept up as an extensive play grounds and an attractive speedway. By a beautiful drive of 7 miles along the river, Robinson Park is reached. This is kept up as an attractive summer park, with all forms of amusement. Besides being a division point for the Pennsylvania Railway, with their extensive shops, the General Electric Company has one of the largest plants here.

Route 281—Fort Wayne to South Bend, Ind.—78.5 m.

Route map, page 441

Reverse route, No. 209

Via Ligonier and Goshen. Mostly good gravel roads, very direct.

MILEAGES
Total Intermediate

0.0	0.0	FORT WAYNE , Main & Calhoun Sts.
		From Court House go north on Calhoun St. 2 blocks.
0.2	0.2	Superior St. ; turn left with trolley little over 1 block.
0.3	0.1	Bear right with trolley, crossing iron bridge over St. Marys River and RR. just beyond into Wells St., which follow straight ahead past Catholic Orphan Asylum (on right—1.1 m).
1.2	0.9	4-corners; turn left, bearing right with macadam (1.4 m), crossing RR. (3.0 m), curving left with road (8.0 m).
9.3	8.1	Bear right, turning left with main travel (9.7 m); cross iron bridge (11.5 m), cross RR. at Churubusco Station (14.7 m), keeping left at fork just beyond.
15.7	6.4	Fork; bear right over rolling country, curving right,
22.3	6.6	NOBLESVILLE . Leaving town, keep left at fork, follow almost straight road with main travel, passing small lake (on right—26.0 m), curving left downgrade into
26.8	4.5	WOLF LAKE . Straight through.
27.9	1.1	Fork; bear right, leaving telegraph poles, going straight through all cross-roads.
31.7	3.8	Fork; keep straight ahead, passing brick church (on right), crossing RR. at Kimmel Station (32.0 m), curving left with road (32.9 m).
33.4	1.7	Fork; bear left.
35.0	1.6	End of road—brick school ahead on right; turn right, using caution for sharp right and left curves (35.6 m), direct past fountain (on left—37.4 m) to center of
37.6	2.6	LIGONIER —business center.

For complete running directions rest of the way into South Bend see **Route No. 311**.

Route 282—Fort Wayne to Valparaiso, Ind.—115.2 m.

Route map, page 557

Reverse route, No. 8

Via Warsaw and Plymouth over good gravel roads practically the entire distance, although some sand will be encountered in crossing the Kankakee River just west of Hamlet and stone roads are not encountered until 3 or 4 miles east of Valparaiso.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 558.)

0.0	0.0	FT. WAYNE , Main & Calhoun Sts.
		From Court House go west on Main St., bearing right with trolley past iron watering trough (on left—0.7 m), crossing iron bridge, just beyond running under RR. (1.4 m).
1.5	1.5	Fork immediately beyond RR.; bear right away from trolley, crossing another RR.
2.2	0.7	End of road; turn left.
3.0	0.8	Fork—signpost in center; bear right, following good gravel road almost straight ahead. Caution for bad RR. crossing (17.8 m). Straight ahead to center of
20.0	17.0	COLUMBIA CITY —Court House on left.
		Straight ahead one block from Court House.
20.2	0.2	Red brick church on right; turn right 1 block.
20.3	0.1	Brick school on left; turn left.
20.5	0.2	Bear left on diagonal street, going straight ahead out of city. Follow direct road. Caution for upgrade (26.6 m).
27.2	6.7	Turn right with road and left a short distance beyond past high school to end of street in
27.5	0.3	LARWELL ; turn square left across RR. for 1 block.
27.6	0.1	4-corners; turn right, passing brick church (on right) just after turn.
29.9	2.3	Jog right and immediately left through irregular 4-corners.
31.8	1.9	Right-hand road; turn right, leaving telephone poles, going straight ahead to center of
32.7	0.9	PIERCETON . Do not cross RR.; turn left along tracks.
33.0	0.3	Jog left and immediately right through irregular 4-corners, going straight ahead on direct road to
38.2	5.2	Jog right and left through irregular 4-corners, curving right with road a short distance beyond, passing summer resort at Winona over to the left (39.6 m). Cross trolley (39.8 m).
40.2	2.0	Prominent right-hand street; turn right across RR. and next left onto East Market St., crossing tracks at station (on left—41.4 m).
41.6	1.4	Turn right 2 blocks to center of
41.8	0.2	WARSAW —Court House on left; turn left around Court House for 1 block, then right, curving left just beyond with brick pavement. Follow main travel straight out of town.
42.7	0.9	Left-hand road; turn left with telephone poles, follow winding but direct road across RR. (45.3 m). Jog right and left (47.3 m).

- 48.0 5.3 4-corners; turn right with main travel.
- 48.6 0.6 Left-hand road—RR. underpass straight ahead; turn left, jogging right and left a short distance beyond to right-hand street at southern edge of
- 49.1 0.5 **ATWOOD.** Turn right and almost immediately left around livery barn on what appears to be only an alley, avoiding RR. crossing.
- 51.0 1.9 End of road; turn right.
- 51.2 0.2 Left-hand road—school on left; turn left with poles.
- 52.0 0.8 End of road; turn right, curving left with road a short distance beyond. Follow telephone poles.
- 53.2 1.2 Right-hand road; turn right with poles to
- 53.9 0.7 **ETNA GREEN.** Cross RR. (station on right), going straight ahead.
- 55.1 1.2 4-corners—brick school on left; turn left, still with poles past fair grounds (on right—58.3 m).
- 58.6 3.5 **BOURBON.** Continue straight through center of town across RR., running onto sandy stretch for short distance, jogging left and right with road (66.0 m).
- 66.7 8.1 End of road; turn right, same thorofare becoming Michigan St., which follow on brick pavement under RR. (69.9 m) to center of
- 70.1 3.4 **PLYMOUTH**—Michigan & Laporte Sts.
 F. H. Kuhn, 119 S. Michigan St., Stock Michelin Tires.
 For diverging routes, see Index map, page 557.
 Continue straight ahead on Michigan St. for 4 blocks to
- 70.3 0.2 **Jefferson St.**; turn left, passing Court House (on right). Cross 2 RRs. (70.5 m), follow rather sandy gravel road.
- 72.3 2.0 Fork—telephone poles divide; bear right.
- 74.0 1.7 Fork—brick school in angle; bear left with poles on good gravel road to end of same at
- 77.5 3.5 **DONALDSON.** At station jog left across RR. and immediately right.
- 83.5 6.0 4-corners—brick school on farther left; turn right.
- 84.5 1.0 End of road; turn left.
- 85.5 1.0 4-corners immediately after RR. crossing; turn right to center of
- 85.8 0.3 **HAMLET**—Post Office on left.
 Do not cross RR., turn left along tracks.
- 86.3 0.5 End of road; jog right and next left, following poles.
- 86.9 0.6 Jog right and left, follow straight road along RR. tracks. Route No. 224 from Logansport comes in from the left (88.6 m). Continue straight ahead, bearing slightly left away from RR., running off of gravel at bridge over Kankakee River. Continue straight ahead, using caution for rough spots in road.
- 95.8 8.9 End of road; turn right.
- 97.5 1.7 Right-hand street just after road curves left; turn right to center of
- 97.6 0.1 **HANNA.** Cross RR. and immediately turn left along

Route 283

Fort Wayne Section

- tracks, crossing another RR. (97.7 m). Continue straight ahead on sandy road to
- 99.3 1.7 End of road; turn right to
- 100.4 1.1 End of road; turn left, passing small town of **Wanatah** over to the left. Cross RR. (104.7 m). **Take care not to pass**
- 105.2 4.8 4-corners; turn right with one line of telephone poles.
- 106.2 1.0 End of road; turn left.
- 106.7 0.5 Right-hand road—school on left; turn right for 1 mile.
- 107.6 0.9 4-corners; turn left over rather rough road.
- 111.7 4.1 End of road; turn right half a mile.
- 112.2 0.5 End of road—school over to the left; turn left, meeting the South Bend-Chicago road. Follow macadam.
- 114.7 2.5 End of road; jog right and immediately left onto brick pavement, going straight ahead to Main St., center of
- 115.2 0.5 **VALPARAISO**. Court House on left.

Hotel Spindler.

Zimmerman's Garage, 247 Main St., Stock Michelin Tires.

For Chicago see Route No. 201.

For city map, see page 415. For diverging routes, see Index map, page 557.

Route 283—Ft. Wayne, Ind., to Detroit, Mich.—172.1 m.

Route map, page 447

Reverse route, No. 459

Via Napoleon, Ind.; Adrian, Clinton and Ypsilanti, Mich. Fairly good roads all the way—mostly gravel through Indiana.

MILEAGES (For this and optional exits, see Ft. Wayne city map, page 427.)

Total Intermediate 0.0 0.0 **FORT WAYNE**, Main & Calhoun Sts.

For complete running directions for first part of this route see Route No. 285 to

66.0 66.0 **NAPOLEON**, center of town. (City map, page 566.)

Wellington Motor Car Co., Perry St.

W. H. Shondel, 806 N. Perry St., Stock Michelin Tires.

From Court House go 1 square north on Perry St. (66.1 m), turning left on Clinton St. Go 1 square to Scott St. (66.2 m), where turn sharp right on Scott St. Continue on same to end of pavement, then follow dirt road to (68.8 m) where turn left and then right at (69.0 m). Straight ahead to outskirts of

77.0 11.0 **WAUSEON**.

Cron Motor Co., 123 Commercial St., Stock Michelin Tires.

Cross RR. (77.0 m) (Van Camp Packing Co. plant on right and public school on left—77.1 m). Continue straight ahead to village of

80.6 3.6 **OTTOKEE**.

In center of town turn right, continuing straight to (84.0 m) where turn left. At (84.9 m) again turn left, turning immediately right at (85.0 m), passing through small village (85.6 m). At (87.0 m) turn left, and at (87.3 m) turn right, continuing straight ahead into

90.7 10.1 **LYONS**.

At center of town (bandstand on left) turn right, following trolleys to (92.4 m) where turn sharp left; con-

Fort Wayne Section**Route 284**

tinue straight ahead on this road, crossing frequent small bridges through village of Madison (102.9 m), entering Main St. to center of

105.6 14.9 **ADRIAN, MICH.**

Continue on Main St. to end of pavement, where turn left and follow somewhat winding road, turning right with macadam (108.0 m), bearing left (112.6 m). At (114.5 m) turn right, entering town of

115.8 10.2 **TECUMSEH**, center of town.

(At this point intersect Route 313, Toledo to Lansing.)

Turn left on principal street (RR. tracks paralleling on right). Continue straight ahead into

120.8 5.0 **CLINTON**, center of town.

For complete running directions rest of way to **Detroit** see **Route No. 212**.

Route 284—Fort Wayne, Ind., to Kalamazoo, Mich.— 98.6 m.

Route map, pages 557 & 758

Reverse route, No. 419.

Via Kendallville and Lima, Ind. Mostly good gravel.

The Blue Book car was not able to cover this route during the summer of 1910. It has been compiled from the best obtainable information and will be found very handy as a short cut for tourists going to Northern Michigan points.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 558.)

0.0 0.0 **FORT WAYNE**, Calhoun & Main Sts.

From Court House (on right) start north with trolley on Calhoun St., crossing RR. (0.1 m), immediately beyond turning left with trolley onto E. Superior St.

0.2 0.2 Right-hand branch road; turn right with trolley, crossing long iron bridge, immediately beyond crossing RR.

0.4 0.2 3-corners; bear right with trolley—same leaves to the left (0.8 m).

2.5 2.1 End of road; bear left, picking up trolley and follow same to

10.0 7.5 **HUNTERTOWN**. Straight through with trolley.

10.4 0.4 Fork; bear left—trolley leaves to the right immediately beyond.

12.5 2.1 Turn left across RR., swinging right with road and left immediately beyond.

13.7 1.2 Right-hand road immediately after crossing RR.; turn right, going straight through **Laotta** (14.1 m), crossing RR. immediately beyond. Straight through **Swan** (15.6 m), crossing RR. (18.6 m). Direct road to **Avilla** (19.2 m).

22.4 8.7 **Lisbon**, 4-corners. Straight through, crossing RR. (24.5 m).

24.6 2.2 **KENDALLVILLE**.

Wallace Mfg. Co., 207 N. Main St., Stock Michelin Tires.

For diverging routes, see **Index map**, page 557.

Straight through.

25.1 0.5 End of road; at blacksmith shop, turn left.

25.5 0.4 First right-hand road; turn right.

27.7 2.2 First left-hand branch road; bear left and right imme-

Route 284

Fort Wayne Section

- diately beyond on direct road, avoiding all angling roads to left, passing through irregular 4-corners with school-house (on right—27.6 m).
- 28.2 0.5 End of road; turn right.
- 28.6 0.4 First left-hand road; bear left.
- 29.2 0.6 Fork; bear left, swinging right with road (31.4 m).
- 32.1 1.9 4-corners—Kemp Sanitarium on far left; turn right, swinging left with road at cemetery (32.5 m), crossing RR. (32.9 m) and again (33.5 m). Straight through **Wolcottville** (33.9 m), avoiding right-hand branch road (34.1 m), crossing RR. (37.1 m).
- 38.1 6.0 2nd corner after passing RR. turn left, crossing RR. (38.8 m).
- 39.1 1.0 End of road; turn right.
- 39.6 0.5 **VALENTINE**,—road ahead crosses RR. Turn left.
- 40.2 0.6 First right-hand road; turn right, crossing RR. (42.5 m).
- 43.7 3.5 4-corners; turn left, crossing RR. (44.1 m).
- 44.3 0.6 **LA GRANGE**, irregular 4-corners. Turn right, swinging right with road, crossing 2 RRs. (45.5 m).
- 49.7 5.4 4-corners; turn left into
- 49.8 0.1 **LIMA**. Straight through.
- 50.2 1.4 First right-hand road; cross RR. (57.7 m).
- 58.2 8.0 4-corners; turn right, crossing RR. (58.4 m).
- 58.7 0.5 4-corners; turn left, passing through **Sturgis** (59.7 m), avoiding angling road to the right (61.7 m) on direct but winding road, with several left-and-right jogs.
- 67.6 8.9 Irregular 4-corners; turn right.
- 67.8 0.2 End of road—school-house directly ahead; turn left.
- 68.2 0.4 End of road; turn right.
- 74.2 6.0 4-corners immediately beyond bridge; turn left, crossing RR. at **Mendon** (74.7 m).
- 77.4 3.2 4-corners; turn right, jogging left and immediately right at Portage Lake (on right—80.0 m). Cross RR. (85.7 m), swinging right with road (86.2 m), crossing RR. (86.4 m).
- 86.6 9.2 First left-hand road after crossing RR.; turn left.
- 90.0 3.4 End of road; turn left, bearing right with road along shore of Long Lake.
- 91.0 1.0 Left-hand road; turn away from lake.
- 91.4 0.4 End of road; turn right.
- 93.6 2.2 End of road; turn left.
- 94.1 0.5 First right-hand road; turn right, swinging left with road (95.6 m) and right with road (96.8 m) into
- 97.3 3.2 5-corners; bear left onto Portage St., picking up trolleys from right and crossing RR. (97.8 m).
- 98.4 1.1 End of street; bear left with trolleys onto Main St.
- 98.6 0.2 **KALAMAZOO**, Main & Rose Sts.—Court House on left.

The American Hotel, E. Main St.

Shaw's Garage, 310 N. Burdick.

Kalamazoo Motor Co., 116 W. Water St.

Harlow Garage, 425 E. Main St.

For city map, see page 442. For diverging routes, see **Index map**, page 758.

MILLER MACHINE CO., DEFIANCE, O.

GARAGE

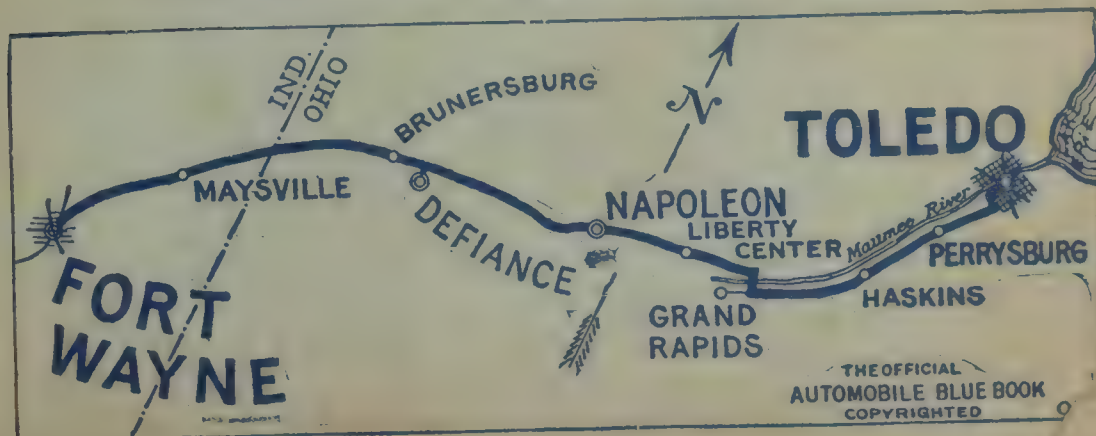
STORAGE, SUPPLIES, MACHINE SHOP

Route 285—Fort Wayne, Ind., to Toledo, Ohio.—115.6 m.
 Route map, below Reverse route, No. 309

Via Defiance, Napoleon and Perrysburg. Mostly good gravel or macadam with one or two stretches of dirt road,

MILEAGES (For this and optional exits, see city map, page 558.)
 Total Intermediate


0.0	0.0	FORT WAYNE , Main & Calhoun Sts.
		From Court House (on right) go north 1 block.
0.1	0.1	Columbia St. ; turn right, crossing RR. (0.4 m) and iron bridge (0.5 m).
0.6	0.5	Leaving bridge, bear left away from trolleys into St. Joseph Boulevard for 1 block, turning right onto Lake Ave., passing small lake (on right—1.3 m).
3.4	2.8	End of road; jog right and take next left.
4.9	1.5	Left-hand road; turn left with main travel.
6.2	1.3	End of road; turn right, follow winding but direct road, crossing RR. (10.0 m), straight through Maysville (15.3 m), avoiding right-hand road (16.6 m), through diagonal cross-roads (18.0 m), running direct to center of
25.8	19.6	HICKSVILLE, OHIO . Straight ahead through town; cross RR., running under RR. (26.0 m).
26.1	0.3	Turn right and curve along tracks, going straight through all cross-roads, cross RR. (37.2 m). Road is almost straight for nearly 8 miles.
45.1	19.0	Caution for sharp right turn (road straight ahead leads down to river); running into old village of
45.2	0.1	Brunersburg . Turn left with main travel across iron bridge, same thorofare becoming Ralston Ave., which follow across RR. (46.9 m) to end of street at northern edge of
47.0	1.8	DEFIANCE —center of city on right across iron bridge. Miller Machine Co., Across the bridge. A. G. McClary, 105 5th Ave., Stock Michelin Tires. Turn left on Center St., crossing bridge over RR., pass Defiance College (on right—47.3 m), going straight ahead.



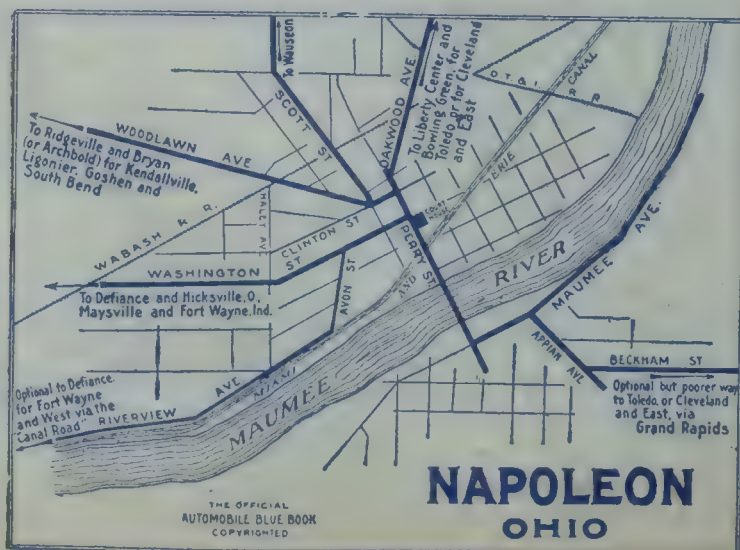
Phone
44**Wellington Motor Car Co.** Never
Closed

Perry Street, 2 blocks north of Court House

NAPOLEON, -:- -:- -:- -:- OHIO

- 51.2 4.2 4-corners—brick school on farther right; turn right, going through all cross-roads to end of road in
- 58.6 7.4 **OKALONA.** Turn left 2 miles.
- 60.6 2.0 Right-hand road; turn right through prominent 4-corners (63.6 m), curving right across RR. (65.2 m), same thoroughfare becoming Washington St., which follow direct to Court House, center of
- 66.0 5.4 **NAPOLEON,** Washington & Perry Sts.
Wellington Motor Car Co., Perry St.
W. H. Shondel, 806 N. Perry St., **Stock Michelin Tires.** 
For diverging routes, see **Index map**, page 579.
For Cleveland, see **Route No. 207.**
Turn left on Perry St., for little over 1 block.
- 66.1 0.1 **Oakwood Ave.;** bear right on diagonal street, crossing RRs. (66.3 m & 66.5 m).
- 68.6 2.5 4-corners; turn right with main travel for 1 mile.
- 69.6 1.0 Turn left, crossing iron bridge (69.8 m).
- 70.6 1.0 4-corners—brick school; turn right with main travel through 4-corners at Olivet Chapel (71.5 m), avoiding left-hand roads leading into Liberty Center, crossing RR. (74.8 m), passing another road on left (75.1 m).
- 75.5 4.9 Jog left and immediately right, running downgrade across iron bridge (77.8 m).
- 78.5 3.0 End of road; turn right to first
- 78.9 0.4 Left-hand road; turn left with main travel.
- 82.3 3.4 End of road; turn sharp right for 1 mile.
- 83.3 1.0 Turn left along Maumee River.
- 84.5 1.2 Turn right, crossing long iron bridge over Maumee River (84.8 m).
- 85.0 0.5 Leaving bridge, turn left along great river (Grand Rapids short distance south).

Map of the small
but intricate city of
Napoleon, Ohio.





HOTEL SECOR

TOLEDO, OHIO

FIREPROOF

EUROPEAN PLAN

304 Rooms—200 with Bath

Magnificent Suites for Touring Parties.

Excellent Cuisine and Fine Music

WALLICK BROTHERS, Proprietors

Also of "CADILLAC," Broadway & 43d St., New York

THE STANDARD GARAGE CO.

233-7 Ontario Street

TOLEDO, OHIO Opposite Public Library

Home Phone 2333

Official A. A. A. Headquarters

Bell Phone 747

- 85.5 0.5 Immediately after crossing iron bridge turn sharp right away from river road.

Although river road is direct to Perrysburg, it was not as good at the time the Blue Book cars covered this as the somewhat longer way given in the following paragraphs.

After turning sharp right keep straight ahead with main travel, crossing trolley and RR. (91.0 m), passing village of Tontogany over to the left; cross RR. (91.3 m).

- 93.8 8.3 End of road (road to the right leads to Bowling Green, for direct route to Cleveland); turn left, curving left with macadam (96.4 m), crossing RR. at

- 97.2 3.4 **Haskins Station.** Straight ahead, avoiding left-hand road (99.8 m, which leads into Toledo via Waterville bridge); follow along river past right-hand road (101.3 m)—fine views of river, running under RR. (105.1 m), meeting trolleys (105.4); follow same into

- 106.0 8.8 **PERRYSBURG**—River and monument on left.

Keep straight ahead, crossing trolley (106.9 m) and RRs. (108.0 m & 111.5 m), running over RR. bridge 112.7 m).

- 113.2 7.2 4-corners—long iron bridge on left; turn left across bridge over harbor, leaving bridge keep ahead on Wall-bridge Ave. to trolley line on

- 114.0 0.8 **Sumner St.**; turn left, following trolley over RR. bridge (114.4 m), bearing left into Logan St., go ahead 2 blocks.

- 114.6 0.6 **St. Clair St.**; turn right, meeting trolley again; follow same straight ahead across iron bridge over canal to

- 115.6 1.0 **TOLEDO, St. Clair St. & Madison Ave.**—Post Office.

Hotel Secor, Superior & Jefferson Sts. United Garage Co., 915 Jefferson St.

The Standard Garage Co., 233 Ontario St., Stock Michelin Tires.

Maplewood Garage, 2651 Monroe St., Stock Michelin Tires.

For city map, see page 581. For diverging routes, see Index map, page 579.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 286—Ft. Wayne to Cleveland, Ohio—215.7 m.

Route map, page 756

Reverse route, No. 393

Via Maysville, Ind., Hicksville, Defiance, Napoleon and Bowling Green to Woodville, Ohio, thence by either Norwalk or Sandusky east to Cleveland. Mostly good dirt and gravel roads, with occasional stretches of macadam.

MILEAGES
Total Intermediate

0.0 0.0 **FORT WAYNE**, Main & Calhoun Sts.

For the first part of this route through Hicksville (25.8 m), and Defiance (47.0 m), see route No. 285—Ft. Wayne to Toledo, as far as

66.0 66.0 **NAPOLEON**, center of town.

At this point meet Route No. 207, South Bend to Cleveland, and follow same rest of the way.

Route 288—Fort Wayne, Ind., to Lima, O.—65.8 m.

Route map, page 447

Reverse route, No. 330

Via Van Wert and Delphos, Ohio. Over level country on good gravel or stone roads practically all the way.

MILEAGES
Total Intermediate

0.0 0.0 **FORT WAYNE**, Main & Calhoun Sts.

(For this and optional exits, see city map, page 558.)

From Court House (on left) go south on Calhoun St. for 3 blocks.

0.2 0.2 **E. Washington St.**; turn left, leaving trolley.

0.8 0.6 **Harmer St.**, trolley comes in from the right; jog right and immediately left onto Maumee Ave., following same direct past cemetery (1.5 m); crossing RR. (3.4 m); re-crossing same (3.9 m); curving right around brick store (4.4 m); crossing another RR.

4.5 3.7 At fork immediately beyond RR., bear left, following main travel, crossing trolley (5.0 m); curve left along tracks; follow same to

6.5 2.0 Prominent right-hand road just beyond iron bridge; turn right away from trolley, curving left with road follow telephone line on direct road through southern edge of **New Haven** (7.3 m)—meeting trolley again (8.0 m); parallel tracks for about 6 miles, jogging right and left across same (13.4 m); turning left across trolley (14.3 m) (trolley leaves to the right). Follow good pike across RR. (16.3 m)—avoid all intersecting roads; continue straight ahead.

26.7 20.2 Fork; bear right straight through diagonal cross-roads (28.3 m). (Road to the right leads into Convoy.) Continue straight ahead across RR. and trolley (29.3 m); pass church and cemetery (on right—31.4 m); trolley comes in from the left (34.4 m); follow same across RR. (34.8 m) to center of

35.2 8.5 **VAN WERT**, City Hall on left.

Bowyer Brothers, Stock Michelin Tires.

Straight through on Main St., with trolley.

35.8 0.6 4-corners; turn left across trolley and RR., turning right immediately beyond; straight ahead through

Fort Wayne Section

Route 289

- 42.0 6.2 Fork (avoid road to right); keep slightly left on direct road. Cross canal bridge to first street beyond.
- 48.6 6.6 Canal St. Turn right to center of
- 48.8 0.2 **DELPHOS**, 4-corners; turn left across RR.
- 49.0 0.2 4-corners, church on right, school on farther right; turn right, leaving trolley line; cross RR. (49.2 m).
- 49.5 0.5 End of street; turn left, bearing right just beyond;
- 49.6 0.1 Left-hand road, iron standpipe on right; turn left and follow direct road, jogging right and left (49.9 m), cross RR. and trolley (51.0 m), curving left around cemetery (52.1 m).
- 52.7 3.1 Left-hand road, white house on right (1909); turn left, crossing iron bridge (53.1 m).
- 53.7 1.0 4-corners; turn right, meeting telephone line; follow same.
- 54.3 0.6 4-corners; turn left with poles, follow same on direct road, winding across 2 iron bridges (57.0 m);
- 57.3 3.0 4-corners, brick school on right; turn right with poles, going straight ahead into
- 59.2 1.9 **ELIDA**, 4-corners; bear left with telephone poles—avoiding road to the left (60.3 m); running along trolley and RR., follow same to
- 64.1 4.9 Prominent 4-corners; turn right across trolley and RR., curving left just beyond to first right-hand street.
- 64.2 0.1 **Jameson Ave.** Bear right and follow trolleys past Lima College buildings (on right).
- 64.6 0.4 **Wayne St.** Turn left with trolley onto brick pavement, follow same to
- 65.6 1.0 **Main St.**; turn right, passing Hotel Norval (on left), going 3 blocks to center of
- 65.8 0.2 **LIMA**, City Square, Main & Market Sts.

Lima House, East side of Square.

Majestic Auto Co., E. Market St.

Hotel Norval, Main & North Sts. Henry A. Mack Garage, 124 W. Market St.

United Motor Toledo Co., 113 W. North St., Stock Michelin Tires.

For city map, see page 611. For diverging routes, see **Index map**, page 579.

For through connections, see **Trunk-line Index map**, front of book.

Route 289—Fort Wayne to Cincinnati—166.8 m.

Route map, page 557

Reverse route, No. 340

Via Bluffton, Winchester, Richmond, Ind., Eaton and Hamilton, Ohio. Over slightly rolling country, with good gravel or stone road practically the entire distance.

MILEAGES

(For this and optional exits, see city map, page 558.)

Total Intermediate

0.0 0.0 **FORT WAYNE**, Main & Calhoun Sts.

From Court House go west on Main St. to

0.4 0.4 **Broadway**, hospital on farther left; turn left and follow trolley on Broadway, curving right with street, cross RR. (1.0 m), bearing slightly left through irregular 4-corners; cross RR. (1.4 m).

2.4 2.0 Prominent right-hand road at end of pavement (1909); turn right with trolley, across iron bridge, curving left (2.9 m) past County Farm (on right) (trolley leaves to the right a short distance beyond); follow telephone line on almost straight road south, curving slightly left



CANADA GARAGE

NORTH WEST CORNER OF PUBLIC SQUARE
WINCHESTER, IND.

H. L. JARRETT, Prop.

Storage Repairs Supplies Vulcanizing Machine Shop

TELEPHONE 422

- and right (5.2 m)—avoid road to the right. Jog right and immediately left through irregular 4-corners (12.1 m); straight through **Ossian** (14.7 m), cross RR. (18.1 m)—trolley comes in (from the right—18.7 m), follow same past brick school (23.2 m); cross RR. (24.0 m) to center
- 24.4 22.0 **BLUFFTON**, Court House on right.
The Bliss Hotel, Opposite Court House.
Auto Electric Company, 219 W. Market St., Stock Michelin Tires.
Continue straight through on same thorofare (trolley leaves to the right 2 blocks beyond).
- 25.2 0.8 End of road; jog left and immediately right, following telephone line straight through **Reefsborg** (30.4 m) and **Petroleum** (33.4 m), jogging left and immediately right (34.4 m), through **Fiat** (37.4 m), bearing right and left across RR. (38.6 m) through **Balbec** (39.0 m); straight ahead to center of
- 41.5 16.3 **PENNVILLE**. Continue straight through on same thorofare to
- 41.7 0.2 End of street; turn right, crossing iron bridge.
- 41.9 0.2 End of road; turn left with telephone poles, going straight south on direct road, jogging right and left (48.4 m), cross trolley and 2 RRs. at **Red Key** (51.5 m); continue on same thorofare, jogging slightly left and right (54.4 m).
- 55.4 13.5 Prominent 4-corners, brick school on right; turn left with poles, passing 15-foot monument (on left just after turn);
- 59.5 4.1 End of road; turn right and next left, following telephone poles across iron bridge (59.8 m) and RR. (61.7 m), to the main street of
- 61.8 2.3 **RIDGEVILLE**, business center a short distance to the left; turn square right, running out of town across long iron bridge (62.1 m).
- 62.3 0.5 End of road, RR. on right; turn left, jogging left and immediately right (62.9 m), cross RR. (63.5 m).
- 64.1 1.8 Prominent cross-road, cemetery on right; turn right, crossing RRs. (64.4 m & 68.7 m).
- 70.6 6.5 End of road; turn left, curving right and left with road just beyond; cross RR. (71.4 m).

26

THE driver who uses the Warner Auto-Meter, "The Aristocrat of Speed Indicators," soon learns at just what speed he may turn the greasy or icy corner without skidding and in many other ways safeguards himself, the passengers and the car against injury. The Warner in this way can become a veritable "life preserver."

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Fort Wayne Section**Route 291**

- 71.5 0.9 4-corners, saw-mill on left; turn right, running onto brick pavement, follow same across RR. (72.1 m) to center of
- 72.2 0.7 **WINCHESTER**, Court House and monument on right; Canada Garage, W. N. corner of Square.
Continue straight through on same thorofare, curving left across iron bridge (73.7 m), passing cemetery (on right just beyond);
- 73.4 1.2 Fork; bear left with telephone poles, following main travel past Randolph County Infirmary (on right—75.0 m); straight through 5-corners (76.1 m).
- 77.3 3.9 End of road; turn left with poles.
- 77.6 0.3 4-corners; turn right, following poles straight through **Lynn** (81.6 m), cross RRs. (81.7 m, 84.1 m & 86.4 m), going straight through **Fountain City** (88.3 m); through 2 covered wooden bridges (88.7 m & 89.0 m), curving left, cross iron bridge (93.2 m), bearing slightly right just beyond, through **Chester** (93.3 m); continue straight ahead on direct road, bearing slightly right at flour mill (on left—97.0 m), running along RR.
- 97.1 19.5 End of street—signal tower; turn left across RR. onto 8th St., which follow straight ahead to center of
- 97.5 0.4 **RICHMOND, IND.**, Main & 8th Sts.
Auto Inn, 1207 Main St., Stock Michelin Tires.
For diverging routes, see Index map, pages 557 and 579.
Turn left on Main St., following trolleys across RR. tracks (101.6 m), keeping straight ahead through **Westville** (103.1 m) and **Hope** (107.9 m), cross RR. (111.7 m) and iron bridge (113.2 m), to Court House, center of
- 113.4 15.9 **EATON, O.**, Main & Barrow Sts.
Shaver Garage, E. Main St.
E. C. Wysong, Main St., Stock Michelin Tires.
For complete running directions rest of the way to Cincinnati, see Route No. 230, page 484.

Route 291—Fort Wayne to Indianapolis, Ind.—136.5 m.

Route map, page 557

Reverse route, No. 226

Via Huntington, Anderson and Greenfield. Over level country most of the way, with 1 or 2 rolling sections, on fine gravel pike practically the entire distance.

Descriptive Outline—Leaving Fort Wayne, we go west and south into **Huntington**, which in early times was the home of Chief La Fountain of the Miamies, located on the Wabash River. Many beautiful views may be had from the hills surrounding the city, which are higher at this point than usual for the section. The city is very proud of its many miles of paved streets and fine homes. At **Marion** we pass through an important oil well section, thousands of leases being owned or controlled by the Standard Oil Company. In **South Marion** is the National Soldiers' Home, taking care of 2,500 veterans. The State Normal School is also located in South Marion. As natural gas is in abundance here, many glass manufacturing interests are successfully operated. Continuing southward, route enters **Anderson**, the home of Remy Electric Company, manufacturers of one of the best-known magnetos. The Lambert Friction Drive Automobile is also made here.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 558.)

0.0 0.0 **FORT WAYNE**, Main & Calhoun Sts.

From Court House go west on Main St., bearing right with trolley past iron water-trough (on left—0.7 m);

Route 291

Fort Wayne Section

- crossing iron bridge just beyond; running under RR. (1.3 m).
- 1.6 1.6 Left-hand road; turn left with trolley, curving right around cemetery (2.0 m)—avoiding road to the left;
- 2.2 0.6 Fork; bear left under RR., turning right immediately beyond on direct road (avoiding good road to the left—2.6 m), passing road-house (on left). Follow almost straight road for nearly 15 miles. Jog right and left (16.4 m).
- 17.4 15.2 Prominent 4-corners, church on farther right, brick school on farther left; turn square left, following straight road past church and brick school on opposite sides of the road (21.4 m).
- 22.4 5.0 End of road; jog right and immediately left through irregular 4-corners; continue straight ahead to
- 28.4 6.0 End of road; turn right and next left a short distance beyond, following telephone poles; cross RR. (30.5 m), keeping right just beyond on brick pavement, following same to
- 31.2 2.8 **Jefferson St.**, brick school (on left); turn left straight to center of
- 31.5 0.3 **HUNTINGTON**, Court House on left.

J. T. Webb, Lime City Gar., 40 E. Wash. St., **Stock Michelin Tires.**

Continue straight through on Jefferson St., cross RR. and iron bridge, to

- 31.7 0.2 **Etna Ave.**, second street after iron bridge; turn right, **passing** church (on right just beyond); follow brick pavement straight out of town;

- 33.3 1.6 Right-hand road immediately after going through covered wooden bridge; turn right, and left just beyond, running up long grade.

At 38.2, Route 294 "Fort Wayne to Lafayette" leaves to the right.

Continue straight ahead on direct road, curving left downgrade across long iron bridge (41.9 m); bearing right just beyond; straight through small village of **Mt. Etna** (42.2 m); follow winding but direct road (telephone line comes in from the right—48.9 m); follow same to

- 54.1 20.8 Fork; curve right with poles, crossing trolley and RR. (54.4 m), curving left with road (54.7 m).

- 54.8 0.7 Prominent right-hand street, Marion Paper Co. on farther right; turn right (trolley comes in from the left just beyond turn); follow trolleys on Washington St., cross long iron bridge (56.0 m), to center of

- 56.2 1.4 **MARION**, Court House on left.

Spencer House, 4th & Adams Sts.

Wiggen B. & H. Co., "On the Square," **Stock Michelin Tires.**

For diverging routes, see **Index map**, page 557.

Continue straight through on Washington St. with trolleys, cross RR. (56.7 m), under RR. (57.6 m); cross RR. (57.9 m), going straight through **South Marion** (58.0 m); cross RR. (58.2 m), pass Normal College building (on

Fort Wayne Section

Route 291

- left—59.1 m)—trolley ends just beyond; continue straight
- 62.0 5.8 Prominent cross-road; turn left,
- 63.1 1.1 4-corners, single mail box on farther left; turn right, going straight south,
- 67.1 4.0 Prominent cross-road; turn left, following telephone line past Academy building (on left—68.0 m);
- 68.2 1.1 4-corners—trolley comes in straight ahead; turn right and follow trolley through center of **Fairmont** (68.8 m).
- 69.0 0.8 Fork; bear right away from trolley, following telephone line. Cross RR. (69.5 m).
- 71.4 2.4 End of road; turn left and next right—meeting trolley, follow same to
- 72.4 1.0 End of road; turn left with poles across trolley to
- 72.7 0.3 Right-hand road, immediately beyond RR. crossing, brick school on farther right; turn right, curving right and left across RR. (72.9 m).
- 74.2 1.5 Prominent left-hand road; turn left across RR., curving right just beyond onto brick pavement;
- 74.6 0.4 End of street; turn right across RR. and immediately left, straight through center of **Summitville** (74.7 m)—trolleys leave to the right (75.2 m); follow direct road straight ahead, passing church and cemetery (on right—76.3 m);
- 76.5 1.9 Right-hand road just after trolley comes in from the left; turn right for 1 mile,
- 77.5 1.0 4-corners; turn left with telephone poles, going straight south across trolley (79.0 m) and RR. (80.0 m); through eastern edge of **Alexandria** (80.9 m); cross RR. (82.1 m), bearing slightly left across iron bridge (89.7 m).
- 91.5 14.0 Prominent right-hand road, cemetery on right; turn right, curving left just beyond across long iron bridge, picking up trolley (from the right), follow same on Main St. to Court House, center of
- 92.1 0.6 **ANDERSON**, Main & 9th Sts.
Doxey Hotel, east side of Court House.
Auto Inn Company, 9th & Jackson Sts., **Stock Michelin Tires**.
Mosher Auto Company, **Stock Michelin Tires**.
 At farther side of Court House, turn right on 9th St. 1 block, and then left on Meridian St.; follow trolley across RR.
- 92.7 0.6 **19th St.**, second street after crossing RR.; turn right, bearing slightly left through diagonal 4-corners (92.8 m); cross RRs. (93.0 m & 93.8 m), curving right along tracks,
- 93.9 1.2 Left-hand road, just beyond second RR.; turn left, crossing RRs. (94.4 m & 99.2 m) (trolley comes in from the right); follow same on direct road to
- 100.4 6.5 3-corners; turn left across iron bridge to center of
- 100.6 0.2 **PENDLETON**. Continue straight through on same thorofare, cross RR. (100.7 m)—trolley leaves to the right; follow telephone poles to
- 101.5 0.9 Fork; 3-arm poles leave to the right; bear left, following

Route 292

Fort Wayne Section

direct road across iron bridge (103.8 m); straight through **Eden** (107.4 m); cross RR. at **Maxwell** station (110.8 m), same thorofare becoming State St., follow to Court House, center of

115.8 14.3 **GREENFIELD**, Main & State Sts.

Curtis Garage, 110 State St.

Turn right on Main St., following trolley on straight road through **Cumberland** (125.5 m), same thorofare becoming Washington St., running onto brick pavement (131.8 m), under RR. (133.7 m), and across RR. (135.8 m); pass Court House (on right—136.2 m), to

136.4 20.6 **Meridian St.**, 1 block before trolley center; turn right to Soldiers' Monument.

136.5 0.1 **INDIANAPOLIS**, Monument Circle.

The Claypool Hotel.

Hotel English, West side of "Circle."

The New Denison Hotel, Ohio & Pennsylvania Sts.

Meridian Auto Co., 724 N. Meridian St.

Fox Garage, 516 N. Capitol Ave.

Indiana Auto Co., 323 Mass Ave., **Stock Michelin Tires.**

The Guarantee Tire & Rubber Co., 208 Illinois St., **Stock Michelin Tires.**

For city map, see page 461. For diverging routes, see **Index map**, page 557.

For through connections, see **Trunk-line Index map**, front of book.

Route 292—Fort Wayne to Indianapolis, Ind.—137.1 m.

Route map, page 557

Reverse route, No. 227

Via Bluffton, Muncie and Anderson. Good gravel road through level country.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 558.)

0.0 0.0 **FORT WAYNE**, Main & Calhoun Sts.

From Court House (on left) go west on Main St. with trolley.

0.4 0.4 **Broadway**—hospital on far left; turn left with one set trolleys, crossing RR. (1.0 m), swinging left with trolley through irregular 4-corners (1.2 m).

2.3 1.9 Right-hand road; turn right with trolleys—trolley leaves to the right (2.4 m). Avoid angling road to the right (3.2 m), cross RR. (17.6 m)—trolley comes in from the right (18.2 m); follow along and crossing same (21.9 m), cross RR. (23.5 m).

23.8 21.5 **BLUFFTON**—Court House on right.

The Bliss Hotel, Opposite Court House.

Auto Electric Company, 219 W. Market St., **Stock Michelin Tires.**

Straight through—trolleys leave to the right immediately.

24.6 0.8 End of road; jog left and immediately right.

33.1 8.5 **PETROLEUM**—4-corners. Straight through with telephone line, jogging left through diagonal 4-corners and immediately right (33.6 m); jog right across RR. and immediately left (37.7 m), straight through **Pennville**—bank on right (40.7 m).

40.9 7.8 3-corners; bear right, picking up telephone poles.

41.1 0.2 3-corners; bear left with telephone poles, jogging right and immediately left with poles (47.5 m), cross trolley

Hotel Delaware

Absolutely first-class, provided
with every modern accessory.

AMERICAN PLAN

**Muncie, Indiana**

None better
Few as good

O. P. BUNDY, Prop.

- (50.3 m) and RR. at **Redkey** (50.4 m), straight through, crossing RR. (50.6 m).
- 52.3 11.2 4-corners—red brick school-house on near left; turn right (road straight ahead goes to Winchester).
- 54.7 2.4 4-corners—red brick school-house on near left; turn left, jogging left and immediately right (55.7 m).
- 56.4 1.7 **FAIRVIEW**; 4-corners—store on far left. Turn right, going straight through **Albany** (58.7 m), crossing RR. and trolley (58.8 m); trolley leaves to the left (59.1 m), turning sharp left with road (60.5 m), sharp right with road (60.8 m). **Caution not to pass**
- 63.1 6.7 4-corners—old toll gate on far right; turn left with telephone poles, avoiding angling road to the right (65.2 m), crossing RR. where trolley comes in from the right (68.7 m); avoid angling road to the left (69.5 m), cross RR. (69.8 m); trolley leaves to the left (69.9 m); cross trolley (70.0 m), swinging left through 5-corners (70.1 m), cross RR. where trolley comes in from the left (70.6 m), same thorofare becoming Walnut St., which follow to center of
- 70.8 7.7 **MUNCIE**, Walnut & Main Sts.—Court House on right.
 Hotel Delaware, Jackson & Mulberry Sts.
 Dolson Auto Supply Co., 210 E. Seymour St., **Stock Michelin Tires.**
 McInnis & Hanley, 415 E. Jackson St., **Stock Michelin Tires.**
 Turn right with one branch of trolley onto Main St.
- 71.2 0.4 Left-hand road just before trolley ends; turn left with one set of trolley.
- 71.3 0.1 Diagonal 4-corners; bear right with one set of trolley—trolley leaves to the right (71.8 m), cross trolley (72.3 m) and RR. (72.8 m), bear right with road (73.0 m), cross RR. (73.4 m).
- 73.7 2.4 3-corners; bear left with telephone poles across RR. (76.5 m).
- 77.0 3.3 End of road—red brick school-house on left; turn left.
- 78.7 1.7 End of road; jog left and immediately right.
- 79.3 0.6 Right-hand road; turn right with telephone poles, jogging left and immediately right (79.6 m), jogging left and immediately right (80.0 m). **Caution not to pass**
- 82.0 2.7 4-corners; turn left, passing church and cemetery (on right—83.6 m).
- 84.1 2.1 End of road; turn right, jogging right and immediately left (84.2 m).
- 85.2 1.1 4-corners—meeting telephone line; turn left one mile.

Route 294**Fort Wayne Section**

- 86.2 1.0 4-corners; turn right, bearing left through diagonal 4-corners (90.8 m), passing cemetery (on right—92.1 m).
- 92.2 6.0 Irregular 4-corners; turn right and immediately left, crossing long iron bridge (92.3 m), cross trolley (92.4 m), cross RR. where trolley comes in from the right (92.5 m), same thoroughfare becoming Main St., which follow to center of
- 92.7 0.5 **ANDERSON**, Main & 9th Sts.—Court House on right.
 Doxey Hotel, east side of Court House.
 Auto Inn Company, 9th & Jackson Sts., Stock Michelin Tires.
 Mosher Auto Company, Stock Michelin Tires.
 For complete running directions rest of the way to Indianapolis see Route No. 289.

Route 294—Fort Wayne to Lafayette, Ind.—133.7 m.

Route map, page 557

Reverse route, No. 272

Via Huntington, Peru and Logansport. Over good gravel road practically all the way with some stretches of rolling country.

MILEAGES
 Total Intermediate

(For this and optional exits, see city map, page 558.)

0.0 0.0 **FORT WAYNE**, Main & Calhoun Sts.

For complete running directions first part of this route see Route No. 291 to

- 38.2 4.9 4-corners; turn right with poles.
 Route No. 291 goes straight ahead at this point.
- 38.8 0.6 At white school (on left) jog right and immediately left through irregular 4-corners.
- 43.3 4.5 End of road—church straight ahead; turn left downgrade, taking next right following poles all the way, through covered bridge (44.3 m), bearing left with road just beyond.
- 44.6 1.3 3-corners; avoid left-hand road downgrade by bearing upgrade, still with poles, straight through all cross-roads, curving right downgrade past grist mill (on left—52.1 m).
- 52.2 7.6 Immediately after crossing iron bridge and RR. bear left with poles under RR.
- 52.8 0.6 Where trolley comes in, turn square right across long iron bridge over Wabash River; follow trolley across RR. to center of
- 53.3 0.5 **WABASH**, Wabash & Market Sts.
 The Motor Inn Co., Stock Michelin Tires.
 Keep straight ahead on Wabash St., past Court House; cross RR. (53.6 m).
- 53.7 0.4 **Maple St.**; turn left.
- 54.0 0.3 6-corners—iron watering trough in center; bear right onto middle road past cemetery (on right—54.4 m). Avoid all intersections.
- 62.6 8.6 4-corners—signboard on right; turn left, passing brick church (on left—63.0 m), curving right down long grade (64.9 m), running into road from left (65.2 m), cross iron bridge just beyond and RR. (65.8 m), meet trolley from the left (65.9 m); follow same direct across RR. (68.3 m) to center of

68.9 6.3 **PERU**, Main & Broadway.

Bearss Hotel, Main & Third Sts.

Carson Garage & Auto Co.

Peru Cycle Exchange, Stock Michelin Tires.

For diverging routes, see **Index map**, page 557.

Straight ahead on Main St., with trolley, crossing RRs. (70.1 m & 70.3 m), following trolleys direct across iron bridge (72.8 m), on rather narrow part of the way.

77.1 8.2 Left-hand road; turn left down sharp grade across trolley through covered wooden bridge.

77.3 0.2 Immediately on leaving bridge turn sharp right along river.

79.6 2.3 End of road; turn left and take next right; follow direct road along bank of river, under RR. (83.0 m).

84.4 4.8 End of road; turn right across long iron bridge.

84.5 0.1 At end of bridge turn left, taking next right across RR. (84.8 m), following 17th St. to

85.0 0.5 **Broadway**; turn left, meeting trolley; follow to center of

86.6 1.6 **LOGANSPORT**, Broadway & 3rd Sts.

The Barnett House, Market & Second Sts.

Broadway Garage, 603 Broadway, Stock Michelin Tires.

Arthur E. Dunn, 617 Broadway, Stock Michelin Tires.

For city map, see page 464. For diverging routes, see **Index map**, page 557.

Turn left on 3rd St., following trolley across RRs. and 2 iron bridges; keep straight ahead where trolley leaves to the right (87.5 m), straight through **Deer Creek** (96.5 m).

97.1 10.5 4-corners just after running between double row of poplar trees; turn right across iron bridge (97.8 m), going straight ahead on good gravel, curving right across iron bridge (104.0 m).

104.1 7.0 Left-hand road; turn left, crossing RR. at station (104.7 m) into

105.0 0.9 **CAMDEN**. Straight through, jogging left and right with main travel (105.3 m); follow telephone poles on winding but direct road, with main travel all the way.

106.2 1.2 Right-hand road; turn right with poles.

109.0 2.8 Left-hand road; turn left with poles.

110.8 1.8 Right-hand road; turn right, still with poles, passing cemetery (on left—111.1 m), running downgrade across RR. (112.0 m), cross trolley (112.3 m), following Main St. to center of

113.2 2.4 **DELPHI**, Main & Washington Sts.—Court House on right.

For diverging routes, see **Index map**, page 557.

Straight ahead on Main St.

113.4 0.2 End of brick pavement immediately before RR.; turn left, crossing trolley and iron bridge (113.7 m). **Caution** for rather steep, long, winding upgrade; pass around cemetery (on left).

114.2 0.8 First right-hand road—another cemetery on right; turn right with one line of poles.

Route 294

Fort Wayne Section

- 115.6 1.4 Fork; bear right with main travel across RR. and trolley, following direct road straight ahead into small village of
- 119.9 4.3 **AMERICUS**—store on farther left. Turn left up long grade, running downgrade across iron bridge (120.6 m). Avoid right-hand road just beyond, following direct road with main travel across RR. at **Buck Creek** (122.8 m).
- 124.6 4.7 End of road; turn right.
- 127.2 2.6 Jog left and immediately right through irregular 4-corners, passing brick school (on left) after turn. Cross RR. and trolley (127.9 m).
- 129.6 2.4 Immediately after passing through covered wooden bridge turn left around roadhouse, meeting trolley from the left (130.1 m); follow same past cemetery.
- 131.4 1.8 **18th St.**; turn left with trolley.
- 132.0 0.6 **Greenbush St.**; turn right with trolley.
- 132.3 0.3 **13th St.**; turn left, still with trolley.
- 132.6 0.3 **Hartford St.**; turn right to 9th St., 1 block after trolley leaves turn left, going straight ahead.
- 133.3 0.7 **Main St.**; turn right to Court House, center of
- 133.7 0.4 **LAFAYETTE**, Main & 4th Sts.

St. Nicholas Hotel, Main & Second Sts.

Lafayette Auto Co., 110 Fifth St.

Star Garage, 247 Main St. Levee.

Red Wharf Co., West End Main St. Bridge, **Stock Michelin Tires.**

For city map, see page 535. For diverging routes, see **Index map**, page 507.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

THE PILOT ROAD MAPS

Of New England and Hudson River Districts

Series of Maps Consisting
of 103 Sectional Plates



A radical departure from the old-fashioned folded sheets which have been found so awkward to handle in a swiftly moving automobile. Bound in book form, size $9\frac{1}{2} \times 9\frac{3}{4}$, with fine black flexible leather cover, printed on tough bond paper.

A marvel of compactness, durability and easy accessibility. They show Automobile Routes, Good Roads, Poor or Unreported Roads, Trolley Lines, Grades, Railroad Crossings, (grade, subgrade and overhead), Churches, Schoolhouses, Cemeteries and important landmarks—Covering local Sections in detail beyond the limitations of THE AUTOMOBILE BLUE BOOK.

Price, \$5.00

Transparent Celluloid Holder,

bound in leather, for protecting the maps from wind and rain—a great convenience to the tourist.

Price, \$1.50

For Sale at all Supply Houses,
Garages and Leading News Stands



Published by

The Automobile Blue Book Publishing Co.,

1200 Michigan Ave., Chicago

239 West 39th St., New York City

Western Ohio Index Map



The numbers on routes refer to corresponding route numbers shown at top of each page. Number in circles refer to page number of city map which is placed at head of corresponding section.

TOLEDO SECTION

ROUTES 301 TO 320.

Route Center—The intersection of Madison Ave. and Superior St., has been taken as the starting point for most routes, although a few routes still start from the Post Office building at Madison Ave. and St. Clair St. Both points are in the heart of the business district and convenient to all hotels and garages.

Points of Interest—Toledo is the second city in population and of importance in northern Ohio, being a large railroad center, and although six miles from Lake Erie proper it has a fine harbor through extensive improvements which have been made in the Maumee River. Next to Chicago it probably has the most important grain market in the country. The historical points of the city and vicinity are Fort Meigs, Fort Miami and Turkey Foot Rock, the scene of the battle of Fallen Timbers between Mad Anthony Wayne and Chief Turkey Foot. The bluffs along the Maumee River offer exceptional opportunities for many pleasant drives, most attractive being in following the north shore to Waterville, crossing the river there, coming back into Toledo through Perrysburg. Among its most important industries are the Willis Overland Automobile Factory, Milburn Wagon Works, National Malleable Casting Co. and Toledo Shipbuilding Co.

Route 301—Toledo to Cleveland, Ohio—119.2 m.

Route map, page 582

Reverse route, No. 395

Via Fremont, Bellevue, Norwalk and Elyria. Mostly good gravel or stone road, although some stretches are badly in need of repair.

This is the principal route between these two important points, although the route via Sandusky also has its advantages and particularly in dry weather makes an enjoyable trip.

Attention is called to Route 301A for option between Norwalk and Elyria, which, if improvements are made during early 1911, will make a much shorter and just as good a route between these two points.

Descriptive Outline—This route, with the extension eastward of the Chicago-Cleveland line, follows very closely the shore of Lake Erie through quite a number of flourishing smaller cities, some of which have some exceptionally fine residence streets, others being distinctly manufacturing towns. **Fremont**, the first town of any importance, is the former home of General Rutherford B. Hayes, three times governor of Ohio and later President of the United States. The site of the battle of Fort Stephenson is still preserved within two blocks of the center of the city. The old Harrison Trail to Put-in-Bay passes through here on what is now State St. Its largest manufacturing interests are the Christie Knife Co., Clauss Shear Co., and National Carbon Co.

Norwalk, in former years known as the capital of the Firelands, is sometimes called the "Maple City" on account of its fine streets, well shaded by beautiful trees. The name Firelands was given to a section of land of about 500,000 acres granted by the State of Connecticut to the sufferers by fire caused by the British in their incursions into that state. The history of the Firelands and settlement of same makes interesting reading and those desiring to go deeper into same will find a visit to the Firelands Historical Museum well worth while. On the eastern edge of the city now occupied by the trolley line is the "Old State Road" cut out and opened through the forest by the army of General Wm. H. Harrison in the year 1812. The western edge of the city circling the brow of the hill overlooking the junction of four creeks is the site of an old fort. Main St. is built on the old east and west Sand Ridge Indian trail. This is also the former home of Rev. Edw. Thomson, founder of Ohio Wesleyan University, and Henry W. Shaw, better known as "Josh Billings." At **Oberlin** is located Oberlin College, with about 2,000 students, the first co-educational college in the country. It has a fine library of 80,000 volumes, and in addition contains the Olney Art Collection. **Elyria** is probably the best known as a busy manufacturing city, important concerns being the Garford Automobile Factory and the Dean Electric Co., both on the east side of the city. What is locally known as the Black River basin in almost the heart of the town offers some interesting sights to strangers. It is a deep gorge with two water falls and wooded banks. Many picturesque drives have been laid out along the river.

THE UNITED GARAGE COMPANY

In Connection with HOTEL SECOR
915-917-919 Jefferson Avenue

TOLEDO, OHIO



Four blocks
west of
Hotel Secor

Special atten-
tion and
service to the
Tourist
Trade

ALWAYS
OPEN

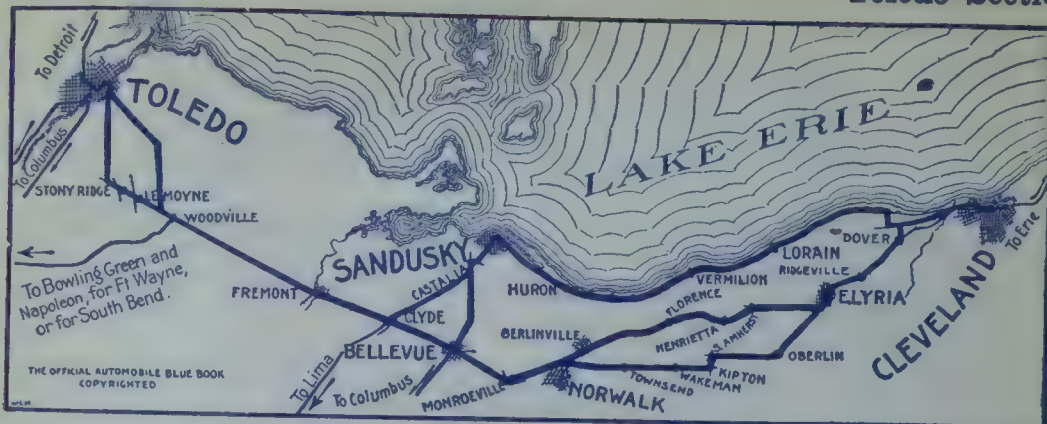


MILEAGES	
Total	Intermediate
0.0	0.0

TOLEDO, Madison Ave. & Superior St.

Start northeast on Superior St., going 4 long blocks, curving slightly right (0.2 m) to

- | | | |
|-----|-----|--|
| 0.5 | 0.5 | Cherry St. ; turn right with trolley tracks, crossing long iron bridge over Maumee River (0.6 m) and RR. (0.8 m). |
| 0.9 | 0.4 | Front St. , first street beyond RR.; turn left for 2 blocks. |
| 1.1 | 0.2 | Oswald St. ; turn right, passing large stone church (on left) to end of street at |



- 1.4 0.3 **E. Broadway**; turn right, picking up trolleys at Starr Ave. just beyond. Follow trolleys out E. Broadway, taking care not to pass
- 2.1 0.7 **Woodville Pike**; turn left with branch trolley; cross RRs. (2.5 m, 2.7 m & 3.4 m). Avoid road to the right (6.2 m), taking care not to pass
- 7.5 5.4 Prominent cross-road, Toledo A. C. sign on right; turn right on good macadam, crossing RRs. (8.3 m & 11.3 m); jogging right and immediately left through irregular 4-corners; follow good macadam road past school (on left—13.0 m).
- 14.5 7.0 Prominent cross-road, school on farther left; turn left on road from Stoney Ridge—picking up trolley (from the right) where the
- 18.1 3.6 **Ft. Wayne-Cleveland Route joins**. Continue straight ahead with car-tracks through **Woodville** (18.6 m). Specific running directions are now scarcely necessary for over 27 miles, but principal towns and landmarks will follow in the usual Blue Book style.
- Trolley leaves to the left just beyond center of Woodville. Continue on direct road across iron bridge, crossing RR. (18.9 m)—meeting trolley again (from the left), follow same on direct road through several small hamlets, crossing RRs. (31.6 m, 32.0 m & 32.6 m), descending grade on State St. to center of
- 33.1 15.0 **FREMONT**,—State and Park Sts.
 The Fremont, State & Park.
 Palace Garage, 614 State St., Stock Michelin Tires.
- Continue straight ahead on State St., crossing RR. and iron bridge (33.2 m), cross trolley at **Sandusky Junction** (34.0 m) to Main St. on northern edge of
- 40.4 7.3 **CLYDE**, trolley station on right, business center a few blocks to right.

Route to Cleveland via Sandusky and the Lake Shore, leaves to the left a short distance beyond. Lima to Cleveland route comes in from the right.

For **Bellevue** continue straight ahead with trolleys, crossing RRs. (46.4 m & 47.2 m), running onto Main St., which follow to center of



THE AVALON HOTEL

NORWALK, OHIO.

F. W. WATSON, PROP.

Norwalk's magnificent new Hotel, located just half way between Toledo and Cleveland.

Seventy-five rooms, twenty-five private baths. Operated on American rate of \$2, \$2.50 and \$3 per day. Grill Room in connection, open from 6 a. m. until 12 p. m. All rooms equipped with running hot and cold water; also telephones. Special attention given to automobile parties. New Garage adjoining Hotel.

- 47.9 7.5 **BELLEVUE**, 5-corners, stone fountain on right.
 Hotel Bourdette, Kilbourne St.
 Bellevue Garage, W. Main St.
 J. J. Duerr, 122 N. West St., Stock Michelin Tires.
 For city map, see page 748.
 (Leaving trolleys) turn diagonally right at fountain onto Monroe St., which follow over RRs. (48.1 m & 48.2 m)—**caution** for very dangerous crossing just beyond (48.3 m). Cross trolley and 2 more dangerous RRs. (49.8 m), following heavy telegraph wires.
- 55.3 7.4 End of road at large oak tree; turn right, **passing** left-hand road where the heavy wires turn (55.4 m).
- 55.9 0.6 Intersecting the main street of Monroeville (frame church on right-hand corner), turn left on brick pavement, crossing RR. (56.0 m).
- 56.1 0.2 **Monroeville**; go through center of town, passing City Hall on left.
- 56.3 0.2 4-corners; turn right through covered wood bridge (56.4 m), crossing 2 RRs. and trolley (56.7 m).
- 56.7 0.4 Immediately after crossing the trolley, take the left-hand road—dangerous trolley crossing (58.9 m); descend grade (59.2 m), crossing iron bridge and immediately upgrade, following car-tracks on brick pavement to center of
- 61.2 4.5 **NORWALK**. Court House on right.
 The Avalon House, W. Main St.
 Lofland & McDonald, rear of Court House, Stock Michelin Tires.
 For alternate, Norwalk to Elyria via Amherst, see Route No. 301A.
 Keep straight ahead on Main St., crossing RR. (62.1 m).
- 62.3 1.1 **Townsend Ave.**; grocery store on right; bear right, crossing RR. (63.2 m).
- 65.3 3.0 Irregular 4-corners; jog left and immediately right, following telephone poles straight through **Townsend** (67.9 m).
- 72.4 7.1 Left-hand road; turn left, following poles.
- 72.8 0.4 End of road; turn right along RR. through **Wakeman** (73.4 m).
- 78.4 5.6 4-corners; school-house may be seen about $\frac{1}{4}$ mile to the left; turn left, straight through **Kipton** (79.0 m).

J. C. LASSEN, Proprietor

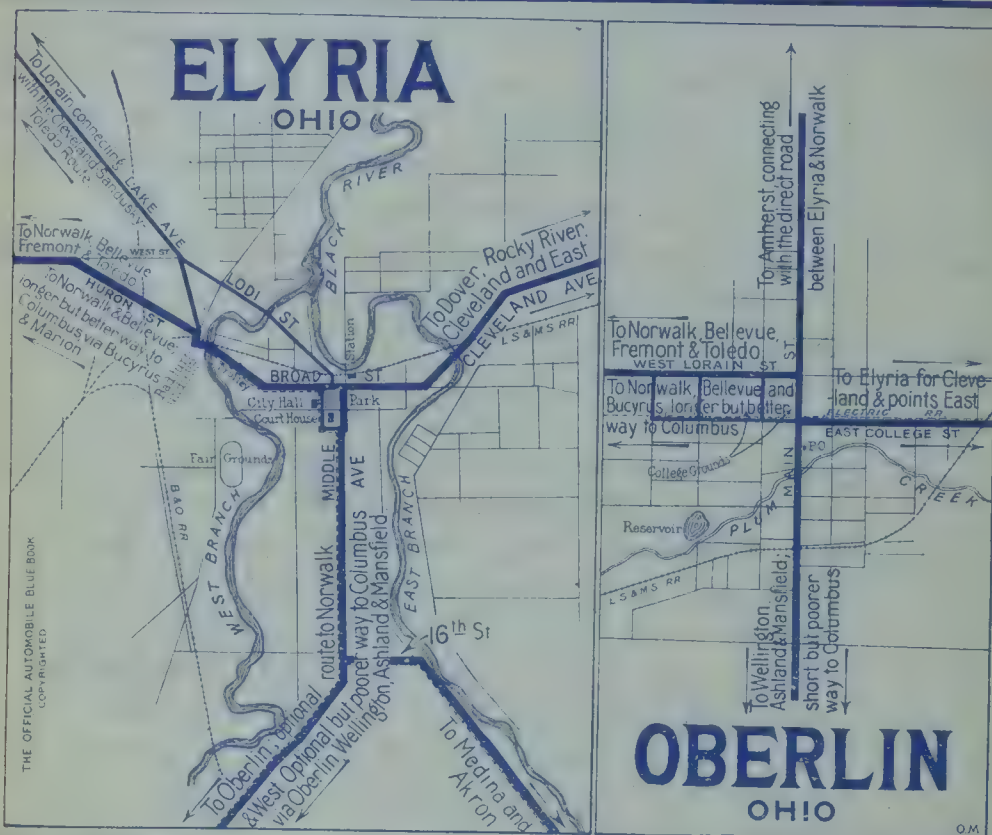
OBERLIN MACHINE AND GARAGE CO.

Automobiles and Supplies

93 South Main Street

Fireproof Construction
Telephone 64

Oberlin, Ohio



80.4 2.0 4-corners; turn right, following good road, meeting trolleys from the left (82.7 m); follow same across RR. (83.5 m).

84.5 4.1 **Main St.**; turn right to center of

84.6 0.1 **OBERLIN**, Main St. & College Ave.

Oberlin Machine & Garage Co., 93 S. Main St., Stock Michelin Tires.

Turn left on College Ave., crossing RR. (85.4 m), following trolleys. **Caution for several dangerous right and left trolley crossings.**

90.4 5.8 Fork; bear right along trolleys.

91.0 0.6 End of road; bear left with trolley.

91.4 0.4 End of road; bear right with trolley, crossing RR. (91.5 m), swinging right and left with road (91.8 m), picking up asphalt pavement (92.2 m), same thoroughfare becoming Middle Ave., which follow to center of

93.2 1.8 **ELYRIA**, Broad St. & Middle Ave. Park and City Hall on left.

Turn right on Broad St., following trolley.

93.5 0.3 Where Broad St. goes ahead over stone bridge, bear left with trolleys on Cleveland Ave., crossing iron bridge and RR.

94.0 0.5 End of road; bear right with trolley, following same straight through **Ridgeville** (98.1 m), taking care not

NEW YORK'S NEWEST HOTEL

GREAT NORTHERN

118 West 57th Street and 109-121 West 56th Street



Automobile Tourists
Patronage Solicited

Excellent Garage
Service
Convenient

Two Blocks from
Central Park

Readily Accessible to
Theatre and Shopping
Centres

A HOMELIKE HOTEL Exclusive Patronage

For Transient or Residential Guests, affording every known comfort and convenience, and appealing to those seeking the best accommodations at reasonable rates. 400 Rooms—each room with a bath.

Absolutely Fireproof

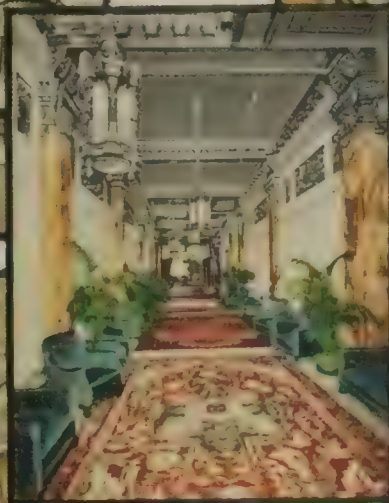
Single
Rooms
with Bath
\$2.00 per day
and up



Superior Restaurant
with exceptionally moderate
charges



A limited number
of Furnished Suites for lease
by the season or year



Exceptionally
low rates
from
May to
October



Illustrated Folder Mailed on Request

Under the personal direction of J. J. Lannin of the

J. J. LANNIN COMPANY, *Proprietors*

M. E. BURKE and L. E. REED, Managers

Also GARDEN CITY HOTEL, Garden City, Long Island

The Most Attractive Resort Hotel Immediately Adjacent to New York City

GARDEN CITY HOTEL

Garden City, Long Island



Open Throughout Year

35 Minutes from New York

Through Train Service from New Pennsylvania Terminal

A High-Class Modern Hotel, Affording Every Comfort and Convenience
of the Best Homes and Appealing to a Refined and Exclusive Clientele

Golf and Other Outdoor Pastimes may be Enjoyed the Year Around



Fine Automobile Roads



Eighteen Miles from New York



A La Carte Restaurant. Superior Cuisine
Convenient to Aviation Field

J. J. LANNIN COMPANY, *Proprietors*
JOSEPH LANNIN, Manager

Also GREAT NORTHERN HOTEL, New York City

THE AUTO SHOP COMPANY

Garage
Facilities
Unsurpassed

Open
Day and
Night

Sales Room:

2045 Euclid Avenue

Garage:

711-805 Vincent Ave.

CLEVELAND, O.

Selling Agents

THE THOMAS FLYER

Centrally
Located
Next to
Hollenden
Hotel

to pass right-hand road about $\frac{1}{2}$ mile after trolley leaves to the right.

- 99.7 5.7 Right-hand road; turn sharp right, recrossing trolley (100.1 m).
- 100.8 1.1 End of road; turn sharp left shortly, running onto brick pavement, meeting trolley from the left (111.9 m), follow same straight ahead through all intersections, **taking care not to pass**
- 109.1 8.3 4-corners; brick pavement on left; turn left away from trolley for 2 miles.
- 111.3 2.2 **Rocky River Viaduct**; bear right over high bridge.
- 111.6 0.3 **Detroit Ave.**; turn left and follow trolleys almost straight ahead under RR. (115.5 m) to what is practically the end of the avenue at
- 118.3 6.7 **Twenty-fifth St.**; jog left and almost immediately right, following trolley across long viaduct on Superior Ave., to center of
- 119.2 0.9 **CLEVELAND**, Public Square.

Hollenden Hotel, E. Superior Ave.

The Auto Shop, 731 Vincent Ave.

For city map, see page 712. For diverging routes, see Index map, page 655.

For through connections, see Graphic Trunk-line Chart, inside front cover.

J. H. Anderson, 11207 Superior Ave.
Goss Supply Co., 8755 Broadway.
The Hupp Motor Sales Co., 1027 Chestnut Ave.
Lorain Clark Garage, 8901 Clark Ave.
Lucas & Christenson, 2189 E. 18th St.
Renz Motor Car Co., 6410 Detroit Ave.
The Tire Shop Co., 5120 Euclid Ave.
The Thornton & Broz Hardware Co., 3345 E. 55th St.
The Wentworth Motor Car Co., 11406 Euclid Ave.

**MICHELIN
TIRE
STOCKISTS
IN
CLEVELAND**

Routes 301-A & 301-B

Toledo Section

Route 301-A—Norwalk to Elyria, Ohio—28.8 m.

Route map, page 582

Reverse route, No. 395A

This option through Amherst is shorter than the regular route, but unless improvements are made during 1911 the regular route is to be preferred, particularly in dry weather, when the sand on this route is liable to be very heavy.

MILEAGES

Total Intermediate

0.0	0.0	NORWALK —Court House on right. From Court House go east on Main St., crossing RR. (0.7 m), avoiding right-hand road at grocery store in angle (1.0 m) by keeping straight ahead with trolleys. Cross trolley (3.8 m) and leave car tracks to the left, running straight ahead under RR. (4.4 m).
6.8	6.8	BERLINVILLE . Ascend grade and continue direct through Florence (12.3 m), crossing (14.8 m), following trolley.
15.4	8.6	BIRMINGHAM . Descend grade, crossing long bridge (15.6 m) and ascending grade, through Henrietta (18.3 m); cross RR. (20.0 m), straight ahead through Amherst (21.5 m). Caution for bad RR. crossing (22.8 m).
27.1	11.7	Turn left over RR. bridge and immediately right.
27.6	0.5	Fork; take right-hand road, crossing RR. (28.0 m).
28.2	0.6	End of road—meeting trolleys; caution for dangerous right turn under RR. viaduct and immediately left over stone bridge into W. Bridge St.
28.5	0.3	End of street; turn left with car tracks onto Broad St., straight ahead to center of
28.8	0.3	ELYRIA —park on right. (For Cleveland, see Route No. 301.)

Route 301-B—Elyria to Akron, Ohio—41.6 m.

Route map, page 582

Reverse route, No. 372

Fine macadam road practically all the way. Somewhat rolling country.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 584.)

0.0	0.0	ELYRIA , Middle Ave. & Broad St. Start south on Middle Ave. from Court House and park (on right), picking up trolley from the right
1.0	1.0	16th St. (road ahead leads to Oberlin); turn left with one set of trolleys, following same on direct but winding road, passing cemetery on right (5.6 m). (Trolley leaves to the left immediately before crossing RR.—7.1 m).
7.2	6.2	End of road; turn left, crossing 2 RRs. (7.3 m) at Grafton Station .
7.5	0.3	GRAFTON . Straight through, passing cemetery on left (9.0 m).
10.6	3.1	4-corners; turn right.
13.1	2.5	Irregular 4-corners; bear left through same along RR., passing school-house on left (13.8 m).
15.2	2.1	ERHART , Irregular 4-corners; straight through along RR., passing station on right at (15.3 m), going under RR. (17.1 m) and immediately beyond crossing 2d RR.
17.3	2.1	End of road; turn left. Follow direct road, avoiding branch roads (17.4 m); school-house on right.

Toledo Section

Route 302

- 18.1 0.8 4-corners; turn right with macadam, crossing RR. (18.8 m).
- 19.0 0.9 **MALLET CREEK**, 4-corners—church on near right; turn left.
- 19.2 0.2 Fork; bear right (left fork crosses RR. immediately); cross RR. (22.4 m).
- 22.9 3.7 **MEDINA**—park on right; turn right one block, passing jail (on left—23.0 m), immediately turning left, passing cemetery on left (23.4 m). **Caution** for winding downgrade (25.0 m). Straight through **Smith's Corners** (31.0 m). **Caution** for winding upgrade (32.6 m).
- 35.0 12.1 Right-hand branch road—signboard "to Akron"; turn right on fine macadam, crossing RR. (38.0 m)—same thoroughfare becoming Market St. Pick up trolley (39.7 m), swinging downgrade with same to center of
- 41.6 6.6 **AKRON**, Market & Main Sts.

West Hill Garage, 67 W. Market St., Stock Michelin Tires.

For city map, see page 740. For Canton, see Route No. 386.

Route 302—Toledo to Cleveland, Ohio—119.8 m.

Route map, page 589

Reverse route, No. 396

Via Woodville, Fremont, BELLEVUE, Castalia, SANDUSKY, Huron and LORAIN, entering Cleveland via Rocky River and Edgewater Park.

This is an excellent option to the preceding route via Elyria and particularly in good weather will be found an excellent trip, as it follows quite a bit closer to the lake shore.

Descriptive Outline—This route follows very closely the line of the previous route to Clyde, where it branches to the north, and tourists with a few minutes to spare will find it well worth while to make the short detour at Castalia to visit what is locally known as "Blue Hole," a great bottomless spring of clear blue water exhibiting a wonderful variety of colors as laid out under the sunlight; this is just north of town. Sandusky with its fine harbor has a large trade in both fish and fruit; the state also has a Fish Hatchery located here. The Soldiers' Home is also in the southeastern part of the city. Running eastward the route follows the shore of Lake Erie through Lorain, devoted almost exclusively to shipbuilding, iron and steel industries. Entering Cleveland, this route is laid out to follow the boulevard system through Edgewater Park. Those desiring to may follow Detroit Ave., into city with a saving of a little mileage.

MILEAGES
Total Intermediate (For this and optional exits, see city map of Toledo, page 581.)

0.0 0.0 **TOLEDO**, P. O., Madison Ave. & St. Clair St.

For complete running directions on first part of this route see Route No. 301 to

33.1 33.1 **FREMONT**, State and Park Sts.

The Fremont, State & Park.

Palace Garage, 614 State St., Stock Michelin Tires.

Continue straight ahead on State St., crossing RR. and iron bridge (33.2 m), cross trolley at Sandusky Junction (34.0 m) to Main St., on northern edge of

40.4 7.3 **Clyde**, trolley station on right, business center a few blocks to right.

(Road straight ahead leads direct to Bellevue.) For Sandusky, go 2 blocks, crossing RR. (40.5 m) to

40.6 0.2 First street beyond RR.; turn left on Maple St., leaving trolley cross RR. (40.7 m), bearing slightly right around cemetery just beyond, re-crossing RR. (41.4 m), follow

THE SLOANE

AMERICAN PLAN

\$2.50, \$3.00 and \$3.50 Per Day

L. M. RICE, Proprietor

Right on the Square

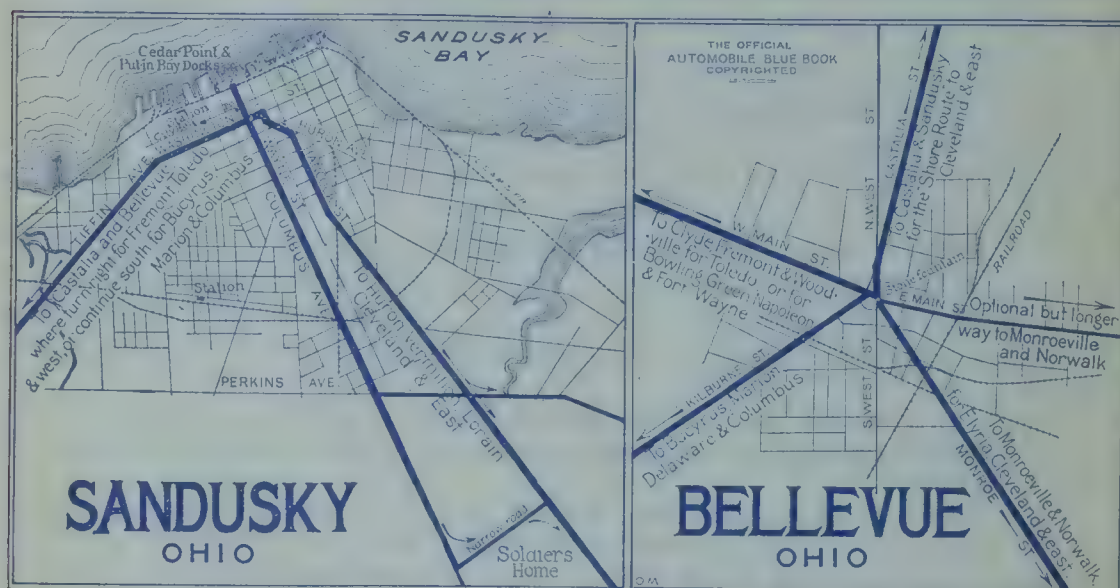
SANDUSKY, OHIO.

THE OGONTZ GARAGE

Geo. Muehlhauser, Prop.

121 Jackson Street,

SANDUSKY, OHIO



direct road, passing schools (on left—42.7 m & 44.4 m), and school (on right—45.4 m). Avoid road to right (46.7 m), keeping straight ahead past cemetery (on left—47.7 m).

49.5 8.9 End of road; turn left past brick school (on right—49.8 m); continue straight ahead to center of

51.7 2.2 **CASTALIA.**

On through trips without stop, turn right at center of Castalia.

51.9 0.2 Fork; keep left on main road, bearing slightly left through 4-corners (53.7 m)—**dangerous RR. crossing** (56.2 m). Picking up trolley (from left—56.7 m), follow same under RR. (56.8 m) into Tiffin Ave., Sandusky.

57.7 5.8 Bear slightly right into Washington St.; keep straight ahead where trolleys leave (to left—57.9 m), running between parks on right and left.

58.3 0.6 **SANDUSKY**, Washington St. & Columbus Ave.

Sloane Hotel, Right on the Square.

Ogontz Garage, 121 Jackson St., Stock Michelin Tires.

58.4 0.1 At Chamber of Commerce, farther end of park, turn right into Wayne St., and at once diagonally left into Huron Ave.



- 58.5 0.1 (Very small triangular park at the intersection); turn right into Hancock St., which follow out of town. Cross RRs. (59.1 m, 59.7 m & 59.9 m), following trolleys past Soldiers' Home (on right—61.1 m).
- 61.8 3.3 Fork; keep left with car-tracks and again left with trolleys (63.1 m)—**caution** for dangerous trolley crossing (64.5 m).
- 64.6 2.8 Cross RR. and at end of road just beyond turn right; pass Rye Beach Park (on left—66.1 m), crossing (67.2 m) and leaving trolleys to left by keeping straight ahead over iron bridge (68.0 m).
- 68.2 3.6 End of road at white church (on left—68.2 m); jog right and immediately left, meeting trolleys at center of
- 68.3 0.1 **HURON**; turn right and next left with tracks (68.4 m), crossing iron drawbridge.
- 68.5 0.2 Turn right across iron bridge over RR. (68.8 m), straight ahead through diagonal cross-road (69.1 m). Continue on narrow but generally good road, crossing arch-sided iron bridge (70.7 m), and very dangerous high-speed trolley (70.8 m).
- 71.0 2.5 Curve right across car-tracks at **Ceylon Junction** (71.9 m), thence along the lake—many fine views; pass Chautauqua Park (on left—73.2 m), ascending and descending frequent grades. Pass Rumsey Park (75.7 m); cross iron bridge (77.3 m) and trolley (78.3 m), running along RR.
- 78.8 7.8 End of road; turn left, meeting (78.9 m) and turning right with trolleys.
- 79.2 0.4 **VERMILION**; direct through the business center. Leaving town (79.5 m) curve left, over iron bridge (79.7 m), past Crystal Beach (on left—80.0 m); cross RR. and very **dangerous** trolley (81.0 m). Descend (84.7 m) and ascend short steep grades (trolley trestle on left), straight ahead over arch-sided iron bridge (85.7 m).
- 87.1 7.9 Turn left under RR. and immediately right—upgrade—crossing RR. track (87.5 m) and trolley (88.3 m).
- 89.1 2.0 Fork; keep left on main road with car-tracks. Same thorofare becomes Erie Ave., which follow onto brick pavement to center of

Route 302**Toledo Section**89.7 0.6 **LORAIN**, Erie Ave. & Broadway.

Go through, crossing iron draw-bridge (89.9 m), then straight out of town on Erie Ave., along the lake. Cross trolley (96.8 m) and pass Beach Park (on right), following main road to pump and stone watering-trough in road (101.8 m).

101.8 12.1 (To avoid poorer way into Cleveland via Rocky River depot), turn right, crossing trolley (101.9 m) and RR. track at **W. Dover station** (103.2 m).

104.3 2.5 Meeting brick pavement, turn left on same—the “Ridge Road”—direct through prominent 4-corners (106.5 m, where the road from Elyria comes in from the right), then straight ahead on brick for nearly 5 miles.

111.3 7.0 End of road; turn right across trolley, turning immediately left onto

111.4 0.1 **ROCKY RIVER VIADUCT**; straight ahead across Rocky River.

111.7 0.3 Turn left with trolleys on Detroit Ave.—**3-10 m only**.

112.0 0.3 Turn left into Clifton Boul. (sign); picking up (112.1 m) and following car-tracks under RR. bridge (112.2 m).

112.3 0.3 **Do not turn right with trolleys, but curve sharp left and immediately sharp right into Lake Ave.**, which follow exactly 4 miles.

116.3 4.0 Bear left from Lake Ave. into Edgewater Park; keep left at 3-corners (116.6 m), shortly running along the harbor.

117.0 0.7 Fork; take left-hand road downgrade along the lake, curving right under RR. viaduct (117.7 m), ascending slight grade.

118.2 1.2 End of parkway; turn right on W. 45th St.

118.3 0.1 Meeting trolleys, turn left with same on Detroit Ave., which follow to W. 25th St. (Forest City Trust Co. on right-hand corner).

118.8 0.5 Turn left with one line of trolleys, and next right (118.9 m) on Superior Ave. Cross long viaduct (Cuyahoga River—119.3 m); going straight ahead on Superior Ave.—stone block pavement—to center of

119.8 1.0 **CLEVELAND**, Public Square on right.

Hollenden Hotel, E. Superior Ave.

The Auto Shop, 731 Vincent Ave.

For city map, see page 712. For diverging routes, see **Index map**, page 655.

For through connections see Trunk-line Index map, front of book.

J. H. Anderson, 11207 Superior Ave.

Goss Supply Co., 8755 Broadway.

The Hupp Motor Sales Co., 1027 Chestnut Ave.

Lorain Clark Garage, 8901 Clark Ave.

Lucas & Christenson, 2189 E. 18th St.

Renz Motor Car Co., 6410 Detroit Ave.

The Tire Shop Co., 5120 Euclid Ave.

The Thornton & Broz Hardware Co., 3345 E. 55th St.

The Wentworth Motor Car Co., 11406 Euclid Ave.

**MICHELIN
TIRE
STOCKISTS
IN
CLEVELAND**

Route 303—Fremont to Bucyrus, Ohio—45.5 m.

Route map, page 579

Reverse route, No. 351A

This is a short connection through Tiffin. Mostly all good macadam road.

MILEAGES

Total Intermediate

0.0	0.0	FREMONT , State & Park Sts. Start south on Park St., passing Court House (on right —0.1 m), crossing RR. (0.4 m).
0.7	0.7	End of road; turn right, picking up trolley.
1.6	0.9	Left-hand road; turn left, going through covered bridge (1.7 m), avoiding angling road (2.7 m). Cross RR. (7.2 m).
7.5	5.9	Turn right with one set of telephone poles, straight ahead on winding road.
8.5	1.0	End of road; turn right, immediately crossing RR.
8.6	0.1	NEWTOWN —first left-hand road after crossing RR. Turn left, immediately passing grain elevator (on left).
9.4	0.8	End of road; turn left, crossing RR. (9.6 m), straight through Fort Seneca (11.4 m), picking up trolley from the left (16.8 m), straight through 6-corners, with trolley (17.2 m).going over RR. (17.7 m), same thorofare becoming Sandusky St.
18.0	8.6	Perry St. ; turn sharp left with trolley, crossing RR. (18.1 m) to center of
18.5	0.5	TIFFIN , Washington & Perry Sts. Standard Garage, 12 E. Perry St. H. P. Klaiss, 145 E. Market St., Stock Michelin Tires. Turn right with one set of trolleys on Washington St., immediately passing Court House (on left).
19.0	0.5	Fork of 3 roads; bear left with trolley, passing church (on right), immediately avoiding branch road to the left —trolleys leave to the left (19.8 m).
23.1	4.1	End of road; bear right with main travel.
23.8	0.7	Left-hand road; bear left with main travel, passing red brick school (on left—25.1 m), straight through 5-corners of Melmore (25.8 m).
26.0	2.2	Fork; bear left.
26.9	0.9	Main traveled left-hand road; bear left, jogging right and immediately left with road (28.4 m).
31.4	4.5	4-corners (road to the left leads to Bellevue and Norwalk); turn right on elegant stone, jogging left and right with road (32.4 m), crossing RR. at Lykens Station (34.8 m), jogging left and right with road (38.2 m).
39.2	7.8	4-corners—red brick school on farther right; turn left on macadam.
39.4	0.2	First right-hand road; turn right, crossing RR. (34.2 m), past 2 cemeteries (44.9 m).
45.0	5.6	End of road; turn left with main travel.
45.2	0.2	End of road; turn right, crossing RR. (45.4 m) to center of
45.5	0.3	BUCYRUS , Public Square—Court House on left. Deal House. Elberson Hotel, South side of Square. H. A. Paxton, 310 S. Sandusky Ave., Stock Michelin Tires.

For diverging routes, see Index map, page 655.

Route 304

Toledo Section

Route 304—Toledo to Columbus, Ohio—142.5 m.

Route map, page 579

Reverse route, No. 362

Via Findlay, Canton and Marysville. On good pike practically all the way over level country.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 581.)

- | | | |
|------|-----|---|
| 0.0 | 0.0 | TOLEDO , Madison Ave. & St. Clair St.
From Post Office (on left) go southwest on St. Clair St., crossing iron bridge over canal (0.5 m), following trolley. |
| 1.0 | 1.0 | Logan St. ; turn left, leaving trolley, bearing right over RR. bridge into Sumner St., with trolley again. |
| 1.6 | 0.6 | Wallbridge Ave. —long iron bridge over to the left; turn left across iron bridge over harbor. |
| 2.4 | 0.8 | Immediately on leaving bridge, turn sharp right, meeting trolley; follow same over RR. bridge (2.9 m), crossing RR. (4.1 m), keeping left with car tracks at fork (4.7 m); cross RR. (7.5 m) direct to center of |
| 9.6 | 7.2 | PERRYSBURG —river and monument on right.
Straight ahead through town. |
| 10.2 | 0.6 | Fork—where trolleys leave to the right; keep straight ahead under RR. (10.5 m), running upgrade (some excellent views of river on right), curving left with road (12.9 m), running off of macadam, keep straight ahead, avoiding right-hand road (15.8 m—which leads to Water-ville). |
| 16.4 | 6.2 | Fork; bear left away from river, direct across RR. at |
| 18.4 | 2.0 | Haskins Station . Keep straight ahead with macadam, curving slightly right with same (19.4 m), avoiding right-hand fork at brick school-house (21.9 m), cross RR. (24.4 m). |
| 25.0 | 6.6 | End of road; bear left on brick pavement, with trolleys, crossing RR. (25.2 m) to center of |
| 25.5 | 0.5 | BOWLING GREEN , Main & Wooster Sts.
Turn right on Main St., following trolleys past car barns (26.5 m). |
| 26.8 | 1.3 | First 4-corners beyond car barns; turn right, cross RR. (27.3 m). |
| 28.8 | 2.0 | 4-corners; turn left with poles, going straight ahead through all cross-roads. |
| 30.9 | 2.1 | End of road; turn left shortly curving right across iron bridge (31.0 m) and RR. at Rudolph Station (31.9 m), following main pike with trolleys through Bays (34.0 m). |
| 35.4 | 4.5 | Irregular 4-corners—county line; jog slightly right and immediately left, meeting trolley (36.5 m), keeping |

27

WHERE speed means something in money, prestige or position you will invariably find the Warner Auto-Meter used to indicate that speed. All the Professional Racing Drivers use it. No other indicator even as a gift will be allowed on the racing cars of these whirlwind space annihilators.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

- straight ahead where same leaves to the right (38.0 m).
- 40.0 4.6 End of road; bear right on brick pavement, crossing RR. to center of
- 40.5 0.5 **NORTH BALTIMORE.**
 Park Campbell, N. Main St., Stock Michelin Tires.
 Turn left on Main St., following trolley across RR. (40.6 m), keeping straight ahead where trolleys leave to the left.
- 41.9 1.4 Fork; bear right with poles, making sharp left and right curves (43.6 m).
- 44.0 2.1 End of road; turn left to Public Square in center of
- 44.6 0.6 **VAN BUREN.** Jog slightly right and left around square, turning right with trolley; go straight south across RR. at **Mortimer** (46.6 m), same thorofare becoming Main St., which follow across RR. (51.1 m) and long iron bridge (51.4 m) to Court House, center of
- 51.6 7.0 **FINDLAY,** Main & Cross Sts.
 Phoenix Inn, Opposite Court House.
 Elec. Const. & Motor Co., Harden & Main Sts., Stock Michelin Tires.
 For diverging routes, see **Index map**, page 579.
 Keep straight south on Main St., crossing RR. (52.8 m), and again at **Arlington** (61.5 m) into
- 65.9 14.3 **WILLIAMSTOWN.** Straight through, crossing RR. (68.1 m) at **Dunkirk** (69.0 m) and again at (78.9 m) following trolleys on brick pavement to center of
- 79.0 13.1 **KENTON**—park on left.
 Kenton Auto & Electric Co., Main St., Stock Michelin Tires.
 For diverging routes, see **Index map**, page 579.
 Turn left around park on Columbus St., to farther side of park, where turn right on South Main St., following same across iron bridge (79.5 m) and RR. (80.1 m).
- 80.5 1.5 Avoid right-hand road, keeping straight ahead with poles; cross RR. (81.2 m), crossing several iron bridges and RR. at Mt. Victory (88.4 m), still with poles, through Byhalia (95.0 m), bearing slightly right (99.0 m) into
- 99.4 18.9 **SOMERSVILLE.** Straight through, crossing RR. (102.9 m) and iron bridge (103.1 m) to
- 110.4 11.0 At Fair Grounds (on left) bear left with poles, following same across iron bridge and RR. (111.0 m) to center of
- 111.2 0.8 **MARYSVILLE,** Main & 5th Sts. Turn left on 5th St.
- 111.8 0.6 6-corners—watering trough in center; bear diagonally right, following poles across RRs. (112.0 m & 112.9 m), going straight through **California** (120.4 m) to prominent 4-corners at center of
- 128.6 16.8 **DUBLIN**—long iron bridge straight ahead. Avoid bridge by turning right along river.
- 130.8 2.2 4-corners before small iron bridge; turn left, crossing long iron bridge over Scioto River.
- 131.1 0.3 Leaving bridge, turn immediately right along river, meeting trolleys (134.1 m), cross same where they leave to

Route 305

Toledo Section

- the left (135.7 m), meeting trolleys again (136.1 m); follow to
- 137.1 6.0 Fork; bear left along RR.
- 137.5 0.4 **Marble Cliffe Station** (on right). Turn left upgrade on-to Fifth Ave., crossing RR. (139.5 m) and iron bridge.
- 140.7 3.2 **High St.**; turn right, straight ahead over tracks at Union Station (on left—141.8 m) to State Capitol, center of
- 142.5 1.8 **COLUMBUS**, High & Broad Sts.

Southern Hotel, S. High & Town Sts.

Hotel Hartman, Main & Fourth Sts.

Chittenden Hotel, N. High & Spring Sts.

Central Ohio Motor Car Co., 61 E. Spring St.

Ritter & Borst Garage, 35 W. Mound St.

The Snyder Auto Co., 765 E. Long St., **Stock Michelin Tires.**

Hudson Sales Company, 241 N. Fourth St., **Stock Michelin Tires.**

For city map, see page 656. For diverging routes, see **Index map**, page 655.

For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 305—Toledo to Columbus, Ohio—132.7 m.

Route map, page 579

Reverse route, No. 363

Via Fostoria, Upper Sandusky and Marion. Good stone or gravel road all the way.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 581.)

- 0.0 0.0 **TOLEDO**, Superior & Madison Sts.
Go east on Superior St.
- 0.5 0.5 **Cherry St.**; turn right, crossing long iron bridge and RR. (0.8 m), same thoroughfare becoming Main St.
- 1.4 0.9 Bear left with trolley onto Star St.
- 1.5 0.1 **Broadway**; turn right with trolley, crossing RR. (2.5 m). **Caution** for dangerous RR. crossing where trolley ends (2.8 m) across RR. (4.2 m & 5.1 m).
- 7.9 6.4 End of road; jog right across RR. and immediately left.
- 10.6 2.7 End of road; turn left, crossing RR. at Stony Ridge Station (10.8 m). **Caution not to pass**
- 11.7 1.1 4-corners; turn right, leaving main line of telephone poles, crossing RR. (13.1 m), passing small town of **Lucky** over to the left (15.4 m), jogging left and immediately right (16.9 m) across trolley (18.4 m).
- 18.5 6.8 End of road; turn left—trolley comes in from the left (19.9 m)—across RR. (20.1 m).
- 20.4 1.9 **PEMBERVILLE**—right-hand branch road at brick buildings. Turn right, leaving trolley, crossing iron bridge over Portage River.
- 20.5 0.1 Left-hand road immediately after crossing iron bridge; turn left.
- 20.8 0.3 End of road; turn right.
- 21.2 0.4 Left-hand road; turn left, crossing trolley and RR. (21.3

Authorized by
PACKARD
Motor Car Co.
of Detroit

Packard
OILS

Manufactured only by
Wolverine Lubricants
Co., 80 Broad Street,
New York.

Toledo Section

Route 305

- m), bearing right with telephone poles immediately beyond.
- 22.8 1.6 End of road; turn right with main travel, immediately passing cemetery (on left), going straight through **Bradner** (27.2 m), crossing RR. and trolley (27.5 m) and RR. (28.6 m).
- 30.9 8.1 4-corners; turn right, immediately passing brick school-house (on right).
- 31.9 1.0 4-corners—sawmill on far right; turn left.
- 32.9 1.0 End of road; turn right with main travel, crossing RR. at **Hatton Station** (33.3 m).
- 34.6 1.7 **MILL GROVE**—stores on all 4 corners; turn left.
- 40.5 5.9 Irregular 4-corners; bear right with telephone poles.
- 41.9 1.4 4-corners at RR. crossing; turn left, same thorofare becoming Tiffin St., which follow to center of
- 42.3 0.4 **FOSTORIA**, Tiffin & Perry Sts.
H. J. Adams Garage, 120 W. Tiffin St., **Stock Michelin Tires**.
For diverging routes, see **Index map**, page 579.
Straight ahead on Tiffin St. with trolley, a little over a block.
- 42.5 0.2 Right-hand branch street; bear right with trolley, crossing RR. (42.8 m & 43.1 m).
- 43.2 0.7 Right-hand branch road—grocery store in fork; bear right, leaving trolley, cross RR. (43.4 m), passing **Alveda** over to the right (50.0 m).
- 51.8 8.6 Left-hand branch road; turn left, swinging left with road (52.1 m).
- 52.7 0.9 End of road; turn right.
- 54.4 1.7 End of road; turn left.
- 54.6 0.2 First right-hand road; turn right, crossing RR. (56.7 m & 57.1 m).
- 57.3 2.7 **CAREY**—4-corners.
Galt House & Hilty's Garage.
Turn left, crossing RR. (56.4 m & 56.8 m) on direct but winding road, with telephone poles.
- 60.9 3.6 End of road; at brick church, turn left.
- 61.1 0.2 **CRAWFORD**. Turn right, going straight through Lovell—brick church (on left—63.2 m).
- 67.6 6.5 Left-hand road; turn left with main travel and trolley.
- 67.9 0.3 8th St.; turn right.
- 68.4 0.5 Wyandotte St.; turn left and follow to Court House, center of
- 68.6 0.2 **UPPER SANDUSKY**, Wyandotte St. & Sandusky Ave.
Indian Motor & Buggy Co., 202 S. Main St., **Stock Michelin Tires**.
For diverging routes, see **Index map**, page 579.
Turn right in front of Court House on Sandusky Ave., crossing RR. (68.8 m).
- 69.3 0.7 End of road; turn left.
- 69.4 0.1 End of road; turn right, avoiding angling road to the left (72.4 m), passing brick school-house (on left—74.4 m), going straight through **Little Sandusky** (75.9 m),

A. D. DIENER

Corner Chillicothe and Opera Streets, BELLEFONTAINE, OHIO

Both Phones

GARAGE

SUPPLIES

MACHINE WORK

avoiding angling road to the left just beyond, avoiding angling road to the left (77.6 m & 78.3 m), past cemetery (on left—80.6 m), straight through 5-corners at brick school (80.8 m).

- 81.7 12.3 End of road; turn left, immediately crossing iron bridge.
 81.9 0.2 Right-hand road; turn right.
 85.8 3.9 End of road; meeting trolley, bear right with same, crossing RR. (86.1 m)—trolley leaves to the left (87.1 m)—cross 2 RRs. (87.8 m), same thorofare becoming Main St., which follow to center of
 87.9 2.1 **MARION**, Main & Center Sts.—Court House on left.

Pilgrim Inn, Next to Court House.

Cadillac Garage, 215 S. Main St.

Charles Hoyles, Stock Michelin Tires.

For complete running directions to Columbus, see Route No. 388 at Mileage 126.0 m.

Route 306—Toledo to Cincinnati, Ohio.—210.9 m.

Route map, page 579

Reverse route, No. 344

Via Kenton, Springfield and Dayton. Over level country on good gravel or stone roads practically all the way.

Descriptive Outline—Running almost due south from Toledo along the picturesque Maumee River we pass in the vicinity of the remains of old Fort Meigs and Fort Miami following good road into **Bowling Green**. The Gram-Logan automobiles are manufactured here. Findlay is a city of 20,000 inhabitants with many thriving manufacturing interests, among which may be counted three automobile plants, the Buckeye Traction Ditcher Co., large machine shops and foundries, also clay product industries. Findlay College and Ohio College of Commerce are both located here. Continuing straight south we leave the Columbus route at **Kenton**, passing through **Bellefontaine** into **Springfield**. For points of interest at this city and Dayton see Route No. 356.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 581.)

0.0 0.0 **TOLEDO**, Madison Ave. & St. Clair St.

For route directions from Toledo see Route 304 to

79.0 79.0 **KENTON**, Detroit & Columbus Sts.—park on left.**Kenton Auto & Electric Co.**, Main St., **Stock Michelin Tires**.

Straight through on Detroit St., crossing RR. (79.3 m), bearing right through irregular 4-corners (79.5 m), crossing RR. (79.8 m), avoiding angling road to the left (80.6 m), straight ahead with telephone poles.

90.8 11.8 Irregular 4-corners; turn right, leaving telephone poles, swinging sharp left with road (91.1 m).

93.2 2.4 **NORTHWOOD**—irregular 4-corners; bear left, crossing iron bridge (93.5 m), past cemetery (on left) where telephone poles come in (94.5 m), crossing RR. and going up sharp grade (98.3 m), picking up trolley from right (100.6 m).

101.3 8.1 **BELLEFONTAINE**—park on left.

Diener Auto Co., Chillicothe & Opera Sts.

Hornberger's Garage, Opera St., Stock Michelin Tires.

Straight through with trolleys, passing Poor House (on right—102.1 m).

102.3 1.0 5-corners; bear left with telephone poles (trolley leaves to the right); cross RR. (102.6 m), passing cemetery (on left) and going down sharp grade (108.4 m); bear right with road where trolley comes in from the left (108.7 m), going straight through **West Liberty** (108.9 m).

109.0 6.7 Fork—mill on left; bear left with trolleys immediately going over iron bridge, jogging right with road (111.6 m).

111.9 2.9 Left-hand road; turn left, immediately going up sharp grade across trolley (113.4 m).

113.5 1.6 Irregular 4-corners; turn right with telephone poles (trolley comes in from the right—115.8 m), crossing two RRs. at Sanitarium (on right—118.8 m).

119.3 5.8 **URBANA.**

Prince Motor Car Co., E. Court St., Stock Michelin Tires.

Straight through with trolley, avoiding angling road to the right (120.3 m), passing **Bowlusville Station** (on right—125.4 m), across RR. (129.7 m), across trolley (131.8 m), crossing RR. (132.5 m), same thoroughfare becoming Limestone St., which follow to center of

132.8 13.5 **SPRINGFIELD**, Limestone & Main Sts.

Arcade Hotel.

The Auto Inn, Spring & Main Sts., Stock Michelin Tires.

For city map see page 672.

For route from here to Dayton & Cincinnati, see Route No. 356.

Route 307—Toledo to Lima, Ohio—85.4 m.

Route map, page 579

Reverse route, No. 321

Via Bowling Green, Findlay and Bluffton; practically level country, with either good gravel or stone pike the greater share of the distance.

MILEAGES (For this and optional exits, see Toledo city map, page 448.)

Total Intermediate

0.0 0.0 **TOLEDO**, P. O., Madison Ave. & St. Clair St.

For first part refer to route No. 304—Toledo to Columbus—for full running directions through Bowling Green to

51.6 51.6 **FINDLAY**, Court House on right.

Phoenix Inn, Opposite Court House.

Elec. Const. & Motor Co., Harden & Main Sts., Stock Michelin Tires.

Continue straight south on Main St. to first branch trolley (on right).

52.0 0.4 **Lima St.**; turn right, bearing left with trolley on Lima Ave. (53.4 m); follow same across RR. (54.5 m); trolley leaves (to the right—56.7 m); straight ahead with main telegraph line—avoid all cross-roads; running through covered wooden bridge (63.6 m). Take care not to pass

62.4 10.4 Diagonal cross-roads just beyond covered wooden bridge; turn right, leaving telegraph line, cross trolley and RR.

Route 309

Toledo Section

- (64.4 m), running straight through **Mt. Cory** (64.9 m).
- 65.5 3.1 4-corners immediately beyond small iron bridge; turn left away from single arm telegraph line, passing brick school (on right—67.8 m).
- 67.1 1.6 4-corners immediately beyond trolley crossing; turn right, re-crossing trolley; follow same on direct road across RR. (70.2 m) to center of
- 69.2 2.1 **BLUFFTON**. Continue straight through with trolley, shortly running between RR. and trolley.
- 72.2 3.0 End of road; turn right across trolley, bearing slightly left to
- 72.5 0.3 First 4-corners beyond trolley, brick school on farther left; turn left, crossing trolley and RR.
- 73.1 0.6 Right-hand road immediately beyond RR.; turn right, curving left with road (76.4 m) to
- 75.2 2.1 End of road, cemetery straight ahead; turn right to
- 75.5 0.3 **BEAVER DAM**, 4-corners; turn left to
- 75.7 0.2 4-corners; turn right, following main line of telegraph poles on direct road, bearing right past school (on left—84.0 m), cross RR. (85.2 m)—avoid road to the right (85.5 m); continue with main travel, curving left just beyond—brick school and sawmill (on right—85.7 m), running onto Jackson St., which follow across RR. (86.2 m), jogging right and immediately left (86.3 m) to
- 85.2 9.5 **Market St.**; turn right, meeting trolley; straight to center of
- 85.4 0.2 **LIMA**, Public Square, Main & Market Sts.
 Hotel Norval, Main & North Sts.
 Lima House, East side of Square.
 Henry A. Mack Garage, 124 W. Market St.
 Majestic Auto Co., E. Market St.
 United Motor Toledo Co., 113 W. North St., **Stock Michelin Tires**.
 For city map see page 611. For diverging routes see Index Map page 654.

Route 309—Toledo, Ohio, to Fort Wayne, Ind.—115.6 m.

Route map, opposite

Reverse route, No. 285

Via Perrysburg, Napoleon and Defiance. Mostly gravel or macadam with some stretches of good dirt road.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 581.)

0.0 0.0 **TOLEDO**, Madison Ave. & St. Clair St.

From Post Office (on left) go southwest on St. Clair St., crossing iron bridge over canal (0.5 m), following trolley.

1.0 1.0 **Logan St.**; turn left, leaving trolley, bearing right over RR. bridge into Sumner St., with trolley again.

1.6 0.6 **Walbridge Ave.**—long iron bridge over to the left; turn left across bridge over harbor.

2.4 0.8 Immediately on leaving bridge turn sharp right, meeting trolley, follow same over RR. bridge (2.9 m), crossing RR. (4.1 m), keeping left with car tracks at fork (4.7 m), cross RR. (7.5 m) direct to center of

9.6 7.2 **PERRYSBURG**—river and monument on right.

Straight ahead through town.



- 10.2 0.6 Fork; where trolleys leave to the right keep straight ahead under RR. (10.5 m), running upgrade (some excellent views of river on right), curving left with road (12.9 m), running off of macadam keep straight ahead, avoiding right-hand road (15.8 m—which leads to Waterville).
- 16.4 6.2 Fork; bear left away from river, direct across RR. at
- 18.4 2.0 **Haskins Station.** Straight ahead on direct road, **taking care not to pass**
- 21.8 3.4 Right-hand road; **turn right**, leaving route to Bowling Green. Cross RR. (24.3 m) and RR. and trolley (24.6 m), passing Tontogany over to the right, keeping straight ahead through all cross-roads.
- 30.0 8.2 Curve right and immediately turn sharp left over iron bridge running along Maumee River a little over $\frac{1}{2}$ mile.
- 30.7 0.7 At large iron bridge (on right) turn right, leaving road leading into Grand Rapids. Leaving bridge, cross RR. (31.0 m).
- 31.1 0.4 **Caution** for sharp left turn at end of road, running along river and again for sharp right turn (32.3 m).
- 33.3 2.2 Turn sharp left with main travel.
- 36.7 3.4 End of road; turn right to first
- 37.1 0.4 Left-hand road; turn left, crossing iron bridge (37.8 m), running upgrade.
- 40.1 3.0 Jog left and immediately right, going straight ahead past all roads leading into Liberty Center; cross RR. (40.8 m), pass Olivet Chapel (on right—44.1 m).
- 45.0 4.9 4-corners—brick school on farther left; turn left 1 mile with main travel.
- 46.0 1.0 4-corners at another brick school; turn right 1 mile.
- 47.0 1.0 Turn left with main travel, crossing RR. (49.1 m), same thoroughfare becoming Oakwood Ave., which follow across RR. (49.3 m), curving left into Perry St. (49.5 m) to Court House, center of
- 49.6 2.6 **NAPOLEON**, Perry & Washington Sts.
 Wellington Motor Car Co., Perry St.
 W. H. Shondel, 806 N. Perry St., Stock Michelin Tires.
 For city map, see page 566. For diverging routes, see Index map, page 579.

Route 309

Toledo Section

- Turn right on Washington St., following same direct out of town; cross RR. (50.3 m).
- 50.4 0.8 Just after crossing RR. avoid right-hand road, curving left with main travel, going straight through all cross-roads.
- 55.0 4.6 Turn left, still with main travel, keeping left at fork (55.3 m) to but not across RR. at
- 57.0 2.0 **OKALONA.** Avoid RR., turning right go practically straight ahead for over 7 miles.
- 64.4 7.4 4-corners—brick school on right; turn left past Defiance College buildings (68.3 m) on Clinton St. to northern edge of city, crossing over RR. bridge.
- 68.6 4.2 **DEFIANCE**—north side of iron bridge, business center straight ahead.
- Miller Machine Co., Across the bridge.
A. G. McClary, 105 5th Ave., Stock Michelin Tires.
- For through trips, turn right on Ralston Ave., crossing RR. (68.7 m), running downgrade across iron bridge (69.9 m) into old town of
- 70.4 1.8 **Brunersburg.** Turn right with main travel and left just beyond, picking up heavy telephone poles (70.6 m), follow same on direct road, avoiding right-hand road (71.0 m); cross RR. (78.4 m), passing small village of Sherwood over to the left, through 4-corners (79.1 m), coming around RR. (on left) turn sharp right away from tracks (89.4 m).
- 89.5 19.1 End of road; turn left under RR., crossing tracks just beyond to center of
- 89.8 0.3 **HICKSVILLE, OHIO.** Straight ahead through diagonal cross-road (90.2 m).
- 92.6 2.8 Fork; bear left, following telephone poles for several miles, through all cross-roads, avoiding left-hand road (97.8 m) to small hamlet of
- 100.3 7.7 **MAYSVILLE, IND.** Straight through, avoiding right-hand road just beyond, following main travel across RR. (105.6 m), curving left (107.6 m) and right (107.8 m).
- 109.4 9.1 Left-hand road at frame church; turn left.
- 110.7 1.3 End of road; turn right to
- 112.1 1.4 End of road; **caution** for bad right turn and almost immediately turn left, same thorofare becoming Lake Ave., which follow to end at
- 114.9 2.8 **St. Joseph Boulevard;** turn left and take next right, with trolleys, across iron bridge on Columbia St., crossing RR. (115.2 m).
- 115.5 0.6 **Calhoun St.;** turn left to Court House, center of
- 115.6 0.1 **FORT WAYNE,** Main & Calhoun Sts.

Wayne Hotel, W. Columbia St.

Bachelor Garage, E. Columbia St.

Ft. Wayne Machine Co., 1035 Calhoun St., Stock Michelin Tires.

Randall Motor Car Co., 116 W. Wayne St., Stock Michelin Tires.

For city map, see page 558. For diverging routes, see Index map, page 557.

For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 311—Toledo, Ohio, to South Bend, Ind.—166.0 m.

Route map, page 602

Reverse route, No. 206

Main route via Caraghar, Swanton, WAUSEON, Archbold, BRYAN and Edgerton, Ohio, Butler, Waterloo, Kendallville, Ligonier, Goshen and Mishawaka Ind. Mostly fair-to-good country road; considerable gravel and occasional stretches of macadam.

MILEAGES
Total Intermediate

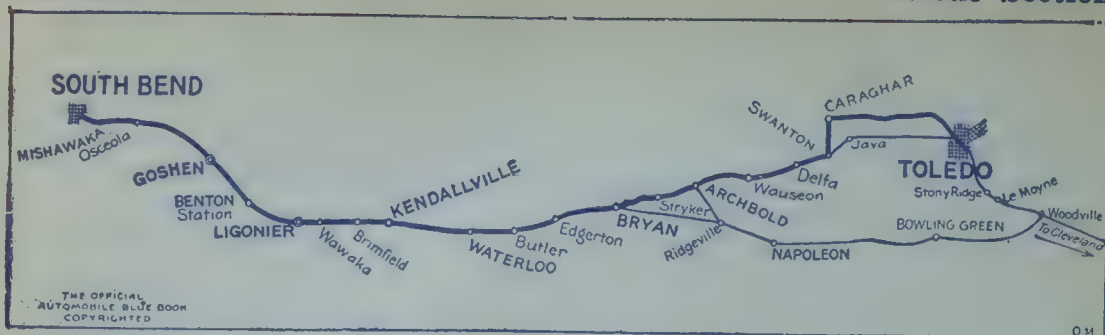
(For this and optional exits, see city map, page 581.)

0.0	0.0	TOLEDO , P. O., Madison Ave. & St. Clair St.
		Start northwest on Madison Ave. (asphalt), through Toledo's principal "automobile row" to 23rd St.
1.0	1.0	Turn left on 23rd St. (sign), following brick pavement to
1.2	0.2	End of street; turn right on Monroe St., which follow over RR. tracks (2.3 m & 2.4 m). When trolleys turn right (2.7 m), continue straight ahead over iron bridge (3.0 m), taking care not to pass through prominent diagonal 4-corners (3.8 m).
3.8	2.6	Bear diagonally left, across RR. (4.1 m), straight ahead over iron bridge (7.0 m) and 2 separate RR. tracks (7.6 m), thence direct on main-traveled road to
18.1	14.3	End of road; jog left and immediately right to prominent 4-corners (brick store on farther right-hand corner, large brick church on left).
19.8	1.7	CARAGHAR , small village. Turn left past cemetery (on right, after the turn).
20.8	1.0	End of road; turn right.
21.0	0.2	4-corners; turn left direct to
23.7	2.7	End of road immediately after crossing small iron bridge; turn left along stream, crossing small iron bridge (23.9 m).
24.2	0.5	Turn next right direct into
26.4	2.2	SWANTON , center of town. Cross trolley and RR. (26.5 m), straight ahead to
27.1	0.7	Prominent 4-corners; turn right, avoiding right fork (28.2 m) by keeping on main road— caution for dangerous crossing L. S. & M. S. RR. (31.9 m), picking up trolleys.
33.2	6.1	DELTA ; direct through with trolley. When tracks leave to left (33.4 m), continue straight ahead over small iron bridge (33.5 m) and through several 4-corners to
39.8	1.0	4-corners at brick school; turn left, across RR. (41.0 m).
39.8	1.0	4-corners at brick school; turn left, across RR. (41.0 m) to
41.4	1.6	4-corners at large brick school; turn right past school (on left, after the turn), onto Elm St., Wauseon.
41.7	0.3	Elm & Fulton Sts. (brick stores on opposite corners); turn left on Fulton St. through

28

DON'T take too much stock in what the Speed Indicator factory or salesman says about the accuracy of the device he sells. Test it yourself over a measured course with a stop watch. And again next month. That's the REAL test. Then, Chances are, you'll want a Warner. It is accurate when you get it and stays so. Prove it on the measured stretch.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.



- 41.8 0.1 **WAUSEON**, center of town.
 Cron Motor Co., 123 Commercial St., **Stock Michelin Tires**.
 Cross trolley and RR. (41.9 m), straight ahead on Fulton St. to end of same at park (42.2 m).
- 42.2 0.4 Turn right, crossing RR. (42.6 m).
- 43.2 1.0 Turn right (**caution**) across RR. and trolley and immediately left to
- 46.8 3.6 End of road; jog left and immediately right, straight ahead through several 4-corners and over frequent small bridges.
- 50.7 3.9 Prominent 4-corners (brick school on right before the turn); turn left, crossing small iron bridge (51.0 m) and trolley (52.1 m) to center of
- 52.2 1.5 **ARCHBOLD**; turn right on prominent right-hand road. Cross trolley (52.5 m), and continue direct for nearly 5 miles.
- 57.3 5.1 Turn left (leaving covered bridge on right), straight ahead across trolley (58.5 m).
- 58.6 1.3 Cross RR. at **Stryker station**.
- 58.9 0.3 4-corners farther edge of town; turn right, across iron bridge (59.6 m) and along built-up road.
- 59.9 1.0 **Caution** for right turn over RR. and trolley, then straight ahead through several cross-roads.
- 63.6 3.7 4-corners, immediately after passing large red barn and small house (on right); turn left, crossing iron bridge (64.4 m) and L. S. & M. S. RR. (65.3 m).
- 65.8 2.2 End of road; turn left and next right (66.0 m), crossing RR. (66.2 m), direct on same street to intersection of
- 66.7 0.9 **Main St.** Doctor's office on left; turn left to Court House, center of
- 66.9 0.2 **BRYAN**, Main & High Sts.
 The Christman, 1 block north of Court House.
 The Christman Garage, 125 N. Main St., **Stock Michelin Tires**.
 For city map, see page 435.
 Keep straight ahead on Main St., to end of brick pavement (1910).
- 67.1 0.2 **Wilson St.** Small white church on left; turn right 2 blocks, curving left between old brewery and mill, going straight ahead out of town with main travel.
- 68.8 1.7 Avoid right-hand road downgrade, keeping straight ahead, curving right with main travel across concrete culvert (69.2 m). **Take care not to pass**
- 70.5 1.7 Diagonal cross-road just after passing school (on left);

Toledo Section

Route 311

- turn right, leaving telephone line, go straight ahead on good road with main travel.
- 75.6 5.1 End of road; jog left and immediately right through irregular 4-corners, with main travel.
- 78.2 2.6 End of road; jog left, taking next right.
- 78.4 0.2 End of road; turn right over RR. tracks at **Edgerton station** (dangerous crossing). Immediately turn left along tracks, crossing small weak bridge (79.5 m).
- 81.8 3.4 Turn left again over RR.
- 82.3 0.5 Turn right crossing 3 small bridges and RR. tracks (84.5 m & 84.7 m).
- 85.3 3.0 **BUTLER**; direct through past right-hand road (85.9 m), running through 4-corners (87.3 m).
- 88.6 3.3 End of road; turn left and immediately right.
- 90.2 1.6 End of road; jog left and immediately turn right, crossing iron bridge (92.2 m). Pass right-hand road (92.9 m—leading to center of Waterloo), crossing trolley (93.3 m) and RR. (93.5 m).
- 95.9 5.7 End of road; jog left and immediately turn right, straight ahead through prominent 4-corners (97.0 m).
- 101.8 5.9 **Caution** for sharp left and right curves, then straight ahead across trolley (105.0 m) and RR. (105.4 m).
- 105.5 3.7 End of road; turn right (past yellow house on left, after the turn), straight ahead over RR. track (105.9 m) into
- 106.8 1.3 **KENDALLVILLE**, center of town.
Wallace Mfg. Co., 207 N. Main St., **Stock Michelin Tires**.
Go through, crossing RR. (106.9 m—many tracks).
- 107.3 0.5 End of road at concrete blacksmith shop; turn left and next right (107.5 m—leaving road straight ahead, which crosses a marsh).
- 107.6 0.3 Turn next left (brick house at the turn), crossing RR. (108.0 m); cross wood bridge (108.6 m), and continue direct past **Brimfield station** (on left—114.2 m).
- 114.5 6.9 **Caution** for left turn over RR. bridge and immediately right, downgrade.
- 115.5 1.0 Jog left and immediately right through cross-roads.
- 118.4 2.9 Turn right, through hamlet of **Wawaka**.
- 118.7 0.3 Turn left with main telegraph wires; curve right (120.2 m) nearly to (but not across) RR.
- 120.3 1.6 Turn left with telegraph poles, crossing iron bridge (121.0 m).
- 121.2 0.9 (Brick school on corner); turn right on winding road.
- 123.4 2.2 End of road; turn right and next left with telegraph poles (123.6 m), direct but winding road to intersection of the main street of Ligonier.
- 124.8 1.4 Turn right, passing fountain (on left—124.9 m), brick pavement through center of
- 125.1 0.3 **LIGONIER** (route from Ft. Wayne comes in from the south).
- 125.2 0.1 Turn left on 1st St. (before coming to bridge), then direct past all cross-roads for 5.6 m.

O. V. TEEGARDEN

NEW FIREPROOF GARAGE

C. W. PUTT

Goshen Auto & Supply Co.Home Phone
132Stoddard Dayton, Buick Gasoline, Rauch & Lang Electric Cars. Sundries and Storage. Machine
Work—Repairing. A complete line of SUPPLIES and ACCESSORIES.

214-218 N. Main Street, Goshen, Ind. Opp. Hotel Hascall

- 130.8 5.6 Prominent 4-corners* (brick school on right before turning); here (most wires go to the right), turn right, crossing small wood bridge 0.2 mile after the turn (131.0 m).
*It is essential to make this turn for correct directions beyond; if mileage and school are not sufficient identification, passing small wood bridge 2-10 mile beyond the turn assures being right.
- 131.5 0.7 End of road; turn left, curving sharp right (131.7 m).
- 132.2 0.7 3-corners; curve left straight ahead across iron bridge (135.4 m).
- 135.5 3.3 **Benton**; straight through small village, crossing RR. at **Benton station** (135.7 m). Continue through diagonal 4-corners (136.9 m—brick school on left), thence direct past all roads on right and left for 4.8 m.
- 141.7 6.2 Curve right, turning next left (141.8 m) into Jefferson St., Goshen, crossing RR. (141.9 m).
- 142.0 0.3 (Brick school on farther left-hand corner); turn right with trolley into 8th St., and left with same (142.3 m) into E. Lincoln Ave. to Main St.
- 142.7 0.7 **GOSHEN**, Court House on next block.
Goshen Auto Supply Co., 214 N. Main St.
Palace Garage, 122 E. Washington St., **Stock Michelin Tires**.
Noel Brothers, 216 N. Main St., **Stock Michelin Tires**.
Turn right on Main St. (brick) to Pike St.
- 142.9 0.2 Turn left with trolleys on Pike St., crossing RR. (143.1 m); when tracks leave right (just beyond RR.), continue straight ahead across iron bridge (143.2 m) to intersection of Chicago Ave.
- 143.3 0.4 Turn right on Chicago Ave., picking up trolleys (from right—143.7 m).
- 144.0 0.7 Fork; leave trolley line by bearing left.
- 144.2 0.2 Turn right (**danger**) across trolley and 2 RRs. and immediately left along tracks.
- 147.2 3.0 **Caution for especially dangerous left turn** across the same set of tracks, and immediately right; leaving trolleys to right just beyond, continue straight ahead through **Dunlap village** (148.4 m).
- 148.7 1.5 Leaving the Elkhart road straight ahead, turn left, crossing wood bridge (148.9 m); continue through several cross-roads (route via Elkhart comes in at 4-corners

WOLVERINE OIL

We are the only concern in the world who make completely filtered Pennsylvania oils of sufficient flash test and body to properly lubricate a gas engine.

WOLVERINE LUBRICANTS CO. 80 BROAD ST. N.Y.C.

Look for the

AND BE ONE OF THE WISE MEN

**Absolutely Fire-
proof Garage**

**Storage to Tourists,
50 cents**

216 S. Main St.

Next door to Mishawaka Hotel



**Machine Shop in
Connection**

Factory Workmen

**GUY STUTZMAN, PROP.
STAR GARAGE**

Mishawaka, Ind.

with red barn on the left—153.0 m), crossing iron bridge (156.2 m).

156.4 7.7 End of road; turn right over 2 RRs. and trolley, and immediately left.

156.5 0.1 **OSCEOLA**; follow trolleys out of town. When tracks leave to left (157.0 m), continue straight ahead across small bridge (159.8 m) and trolley (159.9 m). Picking up car-tracks (from left—160.9 m), follow them into E. 2nd St., to center of

161.9 5.4 **MISHAWAKA**, Main & 2nd Sts.

Star Garage, 216 S. Main St., Stock Michelin Tires.

Straight ahead across Main St., following trolleys on W. 2nd St. along the St. Joseph River, same thorofare becoming Vistula Ave., South Bend. Cross RR. (grade—165.5 m) and pass tall brick standpipe (on right) .

165.8 3.9 End of Vistula Ave.; bear left across Michigan St. (165.9 m—trolleys 4 ways), straight ahead 1 block farther to

166.0 0.2 **SOUTH BEND**, Court House, Main & Washington Sts.

The Oliver, Main & Washington Sts.

Studebaker Garage, 226 S. Lafayette St.

20th Century Motor Car & Supply Co., 121 S. Lafayette St., Stock Michelin Tires.

Milton G. Smith Garage Co., 333 S. Main St., Stock Michelin Tires.

For city map, see page 413. For diverging routes, see Index map, page 411.

Route 313—Toledo, O., to Lansing, Mich.—107.7 m.

Route map, page 758

Reverse route, No. 473

Via Jackson, Mich.; macadam to Sylvania with only fair dirt roads, some bad spots, to Blissfield. Rest of the way is mostly gravel with a few sandy stretches.

MILEAGES

Total Intermediate

0.0 0.0

(For this and optional exits, see city map, page 581.)

TOLEDO, O., Madison & Superior Sts.

Go west on Superior St., to public market,

0.2 0.2 Monroe St.; turn right with trolleys, cross 2 RRs. (2.3 m) (trolleys leave to the right); go straight on with telephone poles on macadam road, cross RR. (4.1 m), bearing right and left along trolley line (9.0 m), crossing same (9.7 m) to center of

9.8 9.6 **SYLVANIA**, Town Hall on farther right-hand corner. Turn right and follow same street out of town, bearing left along RR., avoiding all cross-roads, to

Route 313

Toledo Section

- 13.7 3.9 Fork; turn left past RR. station at
- 13.8 0.1 **OTTAWA LAKE.** Turn left and immediately right along RR.; follow main telephone line, bearing left across RR. (15.7 m) and across trolley (16.1 m), to
- 16.5 2.7 End of road; turn right, crossing trolley and RR., turning left immediately beyond with telephone line. Bear right away from RR. (17.5 m) to first
- 17.8 1.3 4-corners; turn left, cross RR. and trolley (18.1 m) second
- 18.7 0.9 4-corners; turn right and follow telephone line to
- 19.2 0.5 **RIGA.** Straight through, cross trolley and RR. to
- 19.9 0.7 4-corners; turn left across small iron bridge, cross RR. to
- 21.3 1.4 Fork just beyond RR. crossing; turn right, between RR. and trolley, to center of
- 21.9 0.6 **BLISSFIELD.** Straight through to
- 22.1 0.2 Right-hand turn just after iron bridge; turn right, cross RR. and immediately left, follow straight out of town along RR. to
- 23.1 1.0 4-corners; turn right on narrow road, sandy in spots; follow telephone line, cross RR. at Wellville (26.1 m), pass church (26.8 m) and school (28.5 m) to
- 29.5 6.4 End of road; turn left; road is straight, crossing RR. at
- 30.5 1.0 **HOLLOWAY.** Straight on to prominent
- 31.4 0.9 4-corners, brick school on farther left-hand corner, brick houses on right and left; turn right, pass church (32.0 m), brick school (34.4 m), to
- 35.0 3.6 Left-hand road just after brick-yard; turn left, running downgrade over iron bridge at grist-mill (35.3 m), bearing right with road (35.5 m) and left (36.0 m), crossing RR. (36.4 m) to Main St. of
- 36.7 1.7 **TECUMSEH,** stand-pipe on left; turn left, straight through center of town, following direct road on good gravel, pass brick schoolhouses (38.6 m & 41.0 m) to
- 43.0 6.3 **TIPTON.** Straight on past cemetery and schoolhouse (45.1 m), cemetery (47.9 m), schoolhouse (48.0 m), straight through small hamlet of **Springville** (48.6 m), upgrade, road bears right and then left (50.0 m), past schoolhouse just beyond to
- 51.1 8.1 Fork; turn right between two ponds, passing brick church and cemetery (51.6 m). Road is direct—avoiding all cross-roads—past cemetery (54.6 m), crossing RR. (55.1 m), and turn left to center of
- 55.6 4.5 **BROOKLYN.** Turn right, follow direct road with some turns—avoiding right-hand road (58.7 m),
- 59.5 3.9 **NAPOLEON,** 4-corners, blacksmith shop on left; turn left, follow main telephone line past schoolhouse (on left—62.2 m), along RR., past schoolhouse (64.1 m) to
- 64.4 4.9 Fork; turn right to
- 66.1 1.7 Fork; turn left, cross iron bridge with telephone line, pass schoolhouse (68.0 m), cross RR. (68.2 m), to

Toledo Section

Route 313

- 68.3 2.2 End of road; turn right, cross RR. (68.9 m) on Biddle St., turning left (69.3 m) to
- 69.4 1.1 **Milwaukee St.**; turn right to Michigan Ave. (69.6 m); turn left on same with brick pavement to center of
- 69.8 0.4 **JACKSON**, Main & Frances Sts.
 Byrne Garage Co., 103 W. Pearl St.
 Temple Garage, Cortland St.
 For diverging routes, see **Index map**, page 758.
 Turn left on Main St., follow same 3 blocks to
- 70.1 0.3 **Blackstone St.**; turn right, cross RR. (70.4 m) to
- 70.5 0.4 5-corners just beyond RR.; bear left on middle street past large brick school (on right—70.7 m), straight on, bearing right with trolley (71.1 m), follow main telephone line, crossing Third Rail and RR. (72.6 m), pass schoolhouses (72.8 m, 75.1 m & 77.1 m) to
- 78.2 7.7 Fork; turn left with telephone poles, pass right-hand road just beyond, to
- 79.5 1.3 4-corners; turn right (telephone line divides); road is almost straight north for over 13 miles. Cross iron bridge (81.4 m) and RR. (82.0 m), running along Third Rail; pass schoolhouse (82.6 m), cross Third Rail (83.1 m), follow 3-wire electric transmission line (passing town of **Leslie** ½ mile to right—84.7 m), straight on past schoolhouse (91.5 m), cross Third Rail (91.9 m), and RR. (93.0 m), up short grade to center of
- 93.3 13.8 **MASON**, Court House on right; straight through town, passing pumping station (on left—93.7 m); follow telephone line, bearing right through irregular 4-corners (95.7 m) to
- 97.0 3.7 End of road; turn left, bearing right with telephone wires (96.8 m) to
- 97.9 0.9 4-corners, brick school on left; turn left, pass cemetery just beyond; cross RR. (100.0 m) to center of
- 100.5 2.6 **HOLT**. Turn right; following main travel straight through irregular 4-corners, pass brick church (101.2 m)
- 103.0 2.5 End of road; turn left and right just beyond, pass brick school (on left); cross trolley (103.3 m), turning left with road (103.6 m), cross trolley, and turn right along same; cross trolley (104.9 m), pass schoolhouse just beyond; straight on to
- 106.0 3.0 **Mount Hope Ave.**; turn left with main travel to
- 106.3 0.3 **South Washington St.** Meeting trolley, turn right, cross RR. just beyond and (106.7 m) cross concrete bridge (107.1 m) to center of
- 107.7 1.4 **LANSING**, Washington & 3rd Sts., capitol building on left.

Lansing Garage Co., 400 Washington St., **Stock Michelin Tires**.

For diverging routes, see **Index map**, page 758.

Route 315

Toledo Section

Route 315—Toledo, Ohio, to Detroit, Mich.—76.3 m.

Route map, page 579

Reverse route, No. 450

Via Ypsilanti. This is a longer way between these two cities, but is to be preferred to the direct route through Monroe, especially in wet weather. For the most part it is a hard gravel or stone road with short stretches of sand between Ida, Dundee and Milan.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 581.)

0.0	0.0	TOLEDO , Superior St. & Madison Ave. Go northeast on Superior St.
0.4	0.4	Cherry St. ; turn left.
2.8	2.4	Bear right with trolley onto Collingswood Ave.
2.9	0.1	End of street; turn right with trolley onto Detroit Ave.
3.1	0.2	Phillips Ave. ; turn left, with trolley, crossing 2 RRs.
3.8	0.7	End of street, turn sharp right on Sylvania Ave. about 100 feet then sharp left to Lewis Ave., crossing RRs. (4.7 m. & 10.3 m) and at Ida Station (18.2 m). Caution not to pass
19.4	15.6	Left-hand road; turn left.
20.5	1.1	Right-hand road; turn right to third left-hand road.
22.1	1.6	4-corners; turn left, crossing RR. (24.7 m), bearing right across bridge (25.3 m).
25.4	3.3	DUNDEE —end of street, hotel on right. Turn left, keeping right at fork immediately beyond.
26.1	0.7	Right-hand road; turn right, crossing RR. (26.5 m), bearing right with road (27.6 m).
27.8	1.7	Left-hand branch road; bear left with main travel, jogging left and immediately right with road (28.0 m) and again (28.7 m), avoiding road to the right leading to Azalia (30.1 m).
31.1	3.3	4-corners; turn left.
31.6	0.5	Right-hand road—school on near right; turn right, crossing 2 RRs. at Milan Station (34.4 m).
35.0	3.4	MILAN . Immediately after crossing bridge turn right, keeping left at fork (35.2 m).
35.4	0.4	4-corners; turn left.
38.7	3.3	4-corners; turn right to end of road at
40.3	1.6	STONYCREEK . Turn left, pass creamery (on right).
44.3	4.0	End of road; bear left with telephone poles.
44.8	0.5	3-corners—red brick house on right; bear left, same thoroughfare becoming Huron St.
46.9	2.1	YPSILANTI —end of street. Hawkins House, Congress St. Dolson's Garage, Congress St. Turn right onto Sandusky St., immediately going down-grade and crossing iron bridge, straight ahead with trolley, crossing RR. (47.3 m).
47.7	0.8	Left-hand road; turn left under RR. and immediately right, picking up trolleys, following same through Denton (51.7 m), Canton (54.3 m), swinging right and left with road (57.2 m), running under RR. (58.3 m), crossing trolley at Wayne (59.0 m), bearing left with trolley (59.2 m), crossing RR. (61.3 m), through Dearborn

Toledo Section

Route 316

(66.2 m), same thoroughfare becoming Michigan Ave.; cross RR. (70.3 m) again at RR. (72.8 m), running under RRs. (73.5 m & 73.7 m), passing Ball Park (on left—75.3 m) to 76.3 28.6 **DETROIT**, Woodward & Michigan Aves.—Soldiers' Monument on right.

Hotel Pontchartrain, Woodward Ave., East side of Square.

Gillespie Auto Sales Co., Woodward & Palmer Avenues.

For city map, see page 805. For diverging routes, see Index map, page 802.

Route 316—Toledo, Ohio, to Detroit, Mich.—59.2 m.

Route map, page 579.

Reverse route, No. 457.

Via Monroe. This is the short line between these two cities, but should never be attempted in wet weather. In fact, it is not good even under the best weather conditions. See Route No. 315 for longer but better way.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 581.)

0.0 0.0 **TOLEDO**, St. Clair St. & Madison Ave.

With Post Office on left, go north on Madison Ave., bearing left at (1.1 m) onto Woodruff Ave.

1.2 1.2 **Collinswood Ave.**; turn right, picking up trolley from the right (2.9 m).

3.0 1.8 **Detroit Ave.**; turn right with trolley, keeping straight ahead where trolley leaves to the left (3.3 m), going under RR. (3.7 m).

4.1 1.1 Fork; jog left across RR. and immediate right across RR. (4.6 m & 6.0 m); meet trolley (6.8 m).

10.9 6.8 **ERIE**. Straight ahead with trolley, going through **La Salle** (16.6 m), crossing RR. (21.0 m).

21.1 10.2 End of road; jog right and immediately left with trolley, passing **Monroe** over to the left.

21.7 0.6 End of road; turn right with one set of trolley, crossing RR. (22.0 m).

22.2 0.5 Left-hand road; turn left with poles, leaving trolley.

22.9 0.7 Fork; bear right with telephone poles, crossing RR. (23.1 m), avoiding right-hand branch road (28.0 m).

30.4 7.5 3-corners—brick church on left; bear right, going straight through **Old Port**; over several iron bridges, swinging left with road (36.1 m), passing Cannon (on right—39.4 m), across RR. (42.0 m).

42.9 12.5 4-corners—car barns on near right; turn right.

43.1 0.2 4-corners; meeting trolley, turn left.

43.2 0.1 **TRENTON**. Straight through with trolleys, crossing RR. (44.2 m), running onto brick pavement (46.9 m), straight through **Wyandotte** (47.7 m), **Ford City** (48.6 m), crossing RR. and swinging sharp left with road (53.1 m), going over draw bridge and swinging right with trolleys (53.2 m) across RR. (54.5 m & 54.9 m).

Hopkins ELECTRIC Speedometer

No Flexible Shaft
and

The Electrodrometer

See page facing front cover

Its accuracy
is unaffected by
changes in temperature.

↔

Easily reset
forward or backward
to any reading any time.

The Lima House Public Square **LIMA, OHIO**



At the Start and Terminal of all
Official Routes

A. A. A. Official Headquarters

Largest Hotel in Western Ohio Replete with
every Late Improvement

Famous for the excellence of its table. American Plan, \$2.50 to \$5 per day

Special Information—LIMA IS WET

E. C. EPPLEY Proprietors F. G. WARDEN

Hotel Norval :: Lima, Ohio

LIMA'S LEADING HOTEL

L. H. MOORE, Proprietor

Hot and Cold Running Water in Every Room. Bell Phones in Rooms

AMERICAN PLAN: \$2.50 TO \$4.00 PER DAY



THE MACK GARAGE

The only **GARAGE** in the
fireproof city

124-126 W. Market Street, **LIMA**

Motorists Official Headquarters

Supplies, Machine Shop

Open Day and Night

New Phone 205

Old Phone 433

Excellent Machine Shop—Supplies—Accessories

Absolutely Fireproof—Storage

Mayor Dyer's Majestic Garage

In rear of LIMA HOUSE

Entrance on Union Street, or through Public Square Alley

- 55.6 12.4 Left-hand road—Fort Wayne Barracks on right; turn
left onto Military Ave. across RR. (55.8 m).
56.0 0.4 **Fort St.**; meeting trolleys, turn right, following same
59.2 3.2 **DETROIT**, Fort St. & Woodward Ave.—Soldiers'
Monument on left.

Hotel Pontchartrain, Woodward Ave., East side of Square.

Gillespie Auto Sales Co., Woodward & Palmer Avenues.

For city map, see page 805. For diverging routes, see **Index map**, page 802.

LIMA SECTION

ROUTES 321 TO 330.

Route Center—The Public Square in the center of the city has been taken as the starting point for all routes out of Lima, as it is most easily identified and is the junction point of all routes for through trips.

Points of Interest—Lima, county seat of Allen County, although a thriving little industrial city up to 1885, sprang into real prominence at that time through the discovery of oil in May of that year by B. C. Faurot while he was drilling for gas. The drilling of more wells soon began and in a very short time there were three or four hundred wells in the Lima field and today the Standard Oil Co. has a large refinery and another is operated by the Solar Oil Co. The Faurot Theater, built by John D. Rockefeller, was famous at one time as the finest theater in the Middle West. In addition to the oil industries, Lima has a locomotive works, Ohio Steel Co., and numerous other flourishing concerns.

Route 321—Lima to Toledo, Ohio—85.4 m.

Route map, page 654

Reverse route, No. 307

Via Bluffton, Findlay and Bowling Green; practically level country, with either good gravel or stone pike the greater share of the distance.

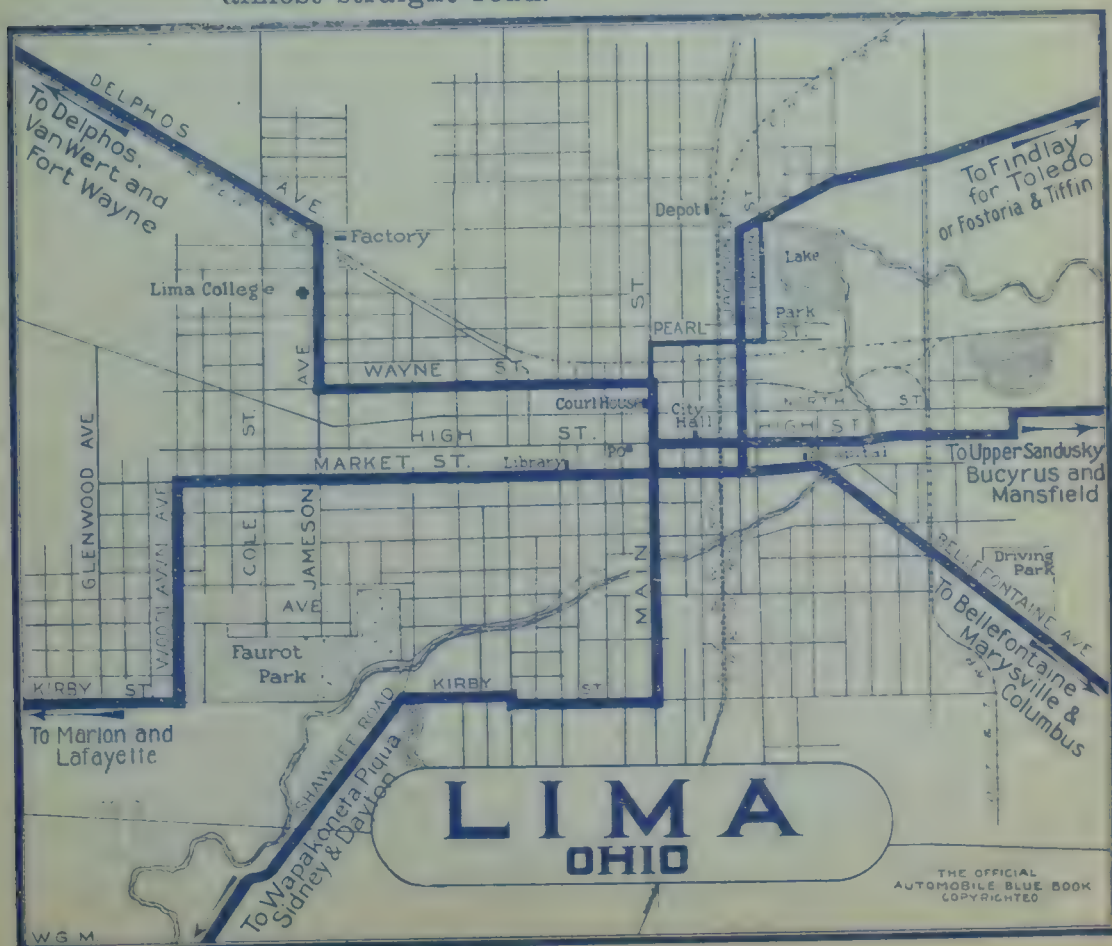
MILEAGES
Total Intermediate

3.0 0.0 **LIMA**, Public Square, Main & Market Sts.

Start east on Market St. to

0.2 0.2 First street after crossing RR.; turn left on Jackson St., jogging right and immediately left with same (0.4 m); cross RR. (0.5 m), curving right past saw-mill and brick school (on left—0.9 m), following main thorofare, crossing RR. (1.5 m).

2.7 2.5 Prominent fork, white school in center—sign “Beaver Dam 8 m.” Bear left with telephone poles, following almost straight road.



Route 321

Lima Section

- 9.7 7.0 4-corners; turn left with poles to center of
- 9.9 0.2 **BEAVER DAM**, 4-corners; turn right.
- 10.2 0.3 Left-hand road, cemetery on right; turn left, curving right with road just beyond, along trolley and RR.
- 12.3 2.1 Left-hand road; bear left across RR. and trolley to first
- 12.9 0.6 4-corners, brick school on left; turn right, curving right with road, across trolley to
- 13.2 0.3 Left-hand road; **do not cross RR.**; turn left between tracks, following trolleys straight to center of
- 16.2 3.0 **BLUFFTON**; continue straight through on same thorofare with trolley; cross RR. (16.5 m), bearing slightly right across trolley (18.2 m).
- 18.3 2.1 4-corners just after trolley crossing; turn left, re-crossing trolley; pass brick school (on left—18.9 m).
- 19.9 1.6 Prominent cross-road; turn right across small iron bridge, following stone road straight through **Mt. Cory** (21.8 m), crossing RR. and trolley (22.3 m).
- 23.0 3.1 Prominent diagonal cross-roads, frame house with slate roof on farther right; turn left through covered wooden bridge (23.1 m), follow direct road—avoiding all intersections, keeping with main telephone line practically all the way (trolley comes in from the left—30.0 m); follow same across RR. (32.2 m), bearing right with same onto Lima St. (33.3 m) to
- 33.4 10.4 Main St.; turn left with trolley to center of
- 33.8 0.4 **FINDLAY**, Court House on left.
 Phoenix Inn, Opposite Court House.
 Elec. Const. & Motor Co., Harden & Main Sts., Stock Michelin Tires.
 For diverging routes, see Index map, page 654.
 Keep straight north on Main St., cross iron bridge (34.0 m) and 2 RRs. (34.2 m), following trolley across RR. at Mortimer (38.8 m) to center of
- 40.7 6.9 **VAN BUREN**. (Trolleys go straight ahead, road to right goes to Fostoria and Tiffin.) Turn left for ½ mile.
- 41.2 0.5 Right-hand road; turn right with telegraph poles, and follow same with sharp left and right curve (41.7 m) to prominent 4-corners 1 block beyond RR. crossing in
- 44.8 3.6 **NORTH BALTIMORE**.
 Park Campbell, N. Main St., Stock Michelin Tires.
 Turn square right on Broadway, crossing RR. (45.0 m).
- 46.3 1.5 Left-hand road; turn left with poles, jog right and immediately left through irregular cross-roads (49.9 m), following poles through **Bays** (51.3 m), crossing RR. at **Rudolph** (53.3 m). After crossing iron bridge (54.3 m), curve left with road to first

29

THE speed figures of the Warner Auto-Meter, "The Aristocrat of Speed Indicators" are big, black and ¼ inch high. They stand steady as the hands of a clock. Speed alone moves them. You can read your speed by the Warner ten feet away. Which is "so different."

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

- 54.4 8.1 Right-hand road; turn right still with poles through all cross-roads to
- 57.5 3.1 Prominent 4-corners, large single oil well on left; turn right, following poles across RR. (58.0 m) to first
- 58.5 1.0 4-corners; turn left and follow trolley on Main St. to
- 59.8 1.3 **BOWLING GREEN.**
- For diverging routes, see Index map, page 654.
- Turn left with trolley across RR. (60.1 m) to where street bears slightly left.
- 60.3 0.5 Turn right away from trolley on diagonal street, following direct road on good pike; cross RR. (60.9 m) and again at Haskins Station (67.1 m). Avoid road to left (69.7 m—optional way into Toledo via Waterville bridge). Follow along river, pass right-hand road at (71.2 m), running downgrade across small iron bridge (73 m)—**fine views**. Running under RR. (75.0 m) pick up trolley (75.3 m), follow same into
- 75.9 15.6 **PERRYSBURG**, river and monument on left. Continue straight through town, crossing trolley (76.8 m), curving right (77.5 m), cross RRs. (77.9 m, 78.0 and 81.4 m) and trolley (82.2 m), over RR. bridge (82.6 m).
- 83.1 7.2 4-corners, long iron bridge on left; turn left across bridge over Maumee River, going straight ahead off bridge onto Wallbridge St., which follow to
- 83.9 0.8 **Summer St.**—meeting trolley; turn right and follow trolley over RR. bridge (84.3 m), bearing slightly left into Logan St., crossing Broadway (trolleys) to next street.
- 84.4 0.5 **Oliver St.**; turn right, crossing trolley at Knapp St. (84.6 m). Go 1 block to
- 84.7 0.3 **Williams St.**; turn left 1 block and then right on St. Clair St., following trolleys across iron bridge over canal (85.0 m) to center of
- 85.4 0.7 **TOLEDO, O., P. O., Madison Ave. & St. Clair St.**

Hotel Secor, Superior & Jefferson Sts.

The Standard Garage Co., 233 Ontario St., Stock Michelin Tires.

United Garage Co., 915 Jefferson St.

Maplewood Garage, 2651 Monroe St., Stock Michelin Tires.

For through connections, see Trunk-line Index map, front of book.

For city map, see page 581. For diverging routes, see Index map, page 579.

THE STANDARD GARAGE CO.

233-7 Ontario Street

TOLEDO, OHIO Opposite Public Library

Home Phone 2333

Official A. A. A. Headquarters

Bell Phone 747

THE PUBLISHERS will be glad to receive corrections or suggestions leading to the betterment of succeeding editions. In the back of this volume will be found blank memorandum pages for the purpose of making such notes.



Route 323—Lima to Cleveland, Ohio—161.5 m.

Route map, above

Reverse route, No. 391

Via Findlay, Fostoria, Tiffin and Clyde. Gravel and stone road most of the way. From Clyde take either the Lake Shore route via Sandusky (165.6 M) or the somewhat more direct route through NORWALK and ELYRIA (161.5 M).

MILEAGES

Total Intermediate

(For city map, see page 611.)

0.0 0.0 **LIMA**, Public Square, Main & Market Sts.

For complete running directions on first part of this route see Route No. 321 to

33.8 0.4 **FINDLAY**, Main & Cross Sts.

Phoenix Inn, Opposite Court House.

Elec. Const. & Motor Co., Harden & Main Sts., Stock Michelin Tires.

For diverging routes, see Index map, page 655.

Straight ahead on Main St., across iron bridge.

34.2 0.4 Immediately before RR. crossing, turn right on Center St., following one line of trolleys.

34.5 0.3 Immediately after crossing 2 RRs., bear left with trolley into Tiffin Road.

35.2 0.7 Fork; bear left with trolley, following same straight ahead through all cross-roads and southern edge of **Arcadia** (42.6 m), still with trolley.

48.3 13.1 Just after crossing RR., bear left 1 block and then right into Tiffin St., avoiding second RR. crossing, direct to center of

48.8 0.5 **FOSTORIA**, Tiffin & Perry Sts.

H. J. Adams Garage, 120 W. Tiffin St., Stock Michelin Tires.

For diverging routes, see Index map, page 655.

Keep straight ahead on Tiffin St.

54.0 5.2 Bear right with trolley on diagonal street, crossing RR. (54.4 m), going straight ahead through **Bascom** (56.3 m).

Avoid left-hand road across RR. (57.0 m), bear right with trolley, running along tracks for a short distance to

58.6 4.6 End of road at Hopewell School; turn left, following trolley.

58.8 0.2 Right-hand road; turn right, still with trolley, to

60.3 1.5 End of road; turn left across iron bridge, following trolley. Where trolley leaves to the left (61.4 m), keep

Packard
OILS

Authorized by Packard Motor Car Co. of Detroit. Are only manufactured by Wolverine Lubricants Co., 80 Broad Street, New York.

**SEE
PAGE
10**

Fully Equipped

The Standard Garage

J. E. DUNN

Proprietor

12 and 14 E. Perry Street

Tiffin, Ohio

straight ahead, same thorofare becoming Market St., which follow across RR. and iron bridge (62.4 m), to Court House, center of

62.7 2.4 **TIFFIN**, Market & Washington Sts.

Standard Garage, 12 E. Perry St.

H. P. Klaiss, 145 E. Market St., Stock Michelin Tires.

For diverging routes, see Index map, page 655.

Turn left on Washington St. for 1 block.

62.8 0.1 **Perry St.**; turn right, following trolley.

63.2 0.4 5-corners; college buildings over to the right; bear left with trolley across RR. Trolley leaves to the left just beyond. Follow good gravel road straight through all cross-roads, past church and cemetery (on right—68.3 m).

71.8 8.6 Diagonal cross-roads, locally known as **Lowell**; turn left with main telephone poles, follow same across RRs. (74.9 m & 75.2 m), stations on right, to center of

75.4 3.6 **GREEN SPRINGS**. Continue straight through on same thorofare, passing brick school (on right—75.6 m).

76.5 1.1 First prominent right-hand road; turn right to next.

76.9 0.4 Left-hand road; turn left with poles, curving right past brick school (79.0 m) to

79.6 2.7 Fork; bear left with main travel.

80.8 1.2 First right-hand street at edge of town; turn right across RR. to end of street.

80.9 0.1 **Buckeye St.**; turn left on brick pavement to center of

81.2 0.3 **CLYDE**, Main & Buckeye Sts.

Turn left on Main St., crossing several RRs. to

81.7 0.5 **State St.**, northern edge of city. Trolley station on left.

At this point route merges with the **Toledo-Cleveland** lines; for route via **Norwalk & Elyria**, see Route No. 301, going straight east to **Bellevue**; for route via **Sandusky**, See Route No. 302, which turns north just after crossing RR. on State St.

Route 325

Lima Section

Route 325—Lima to Canton, O.—153.4 m.

Route map, below

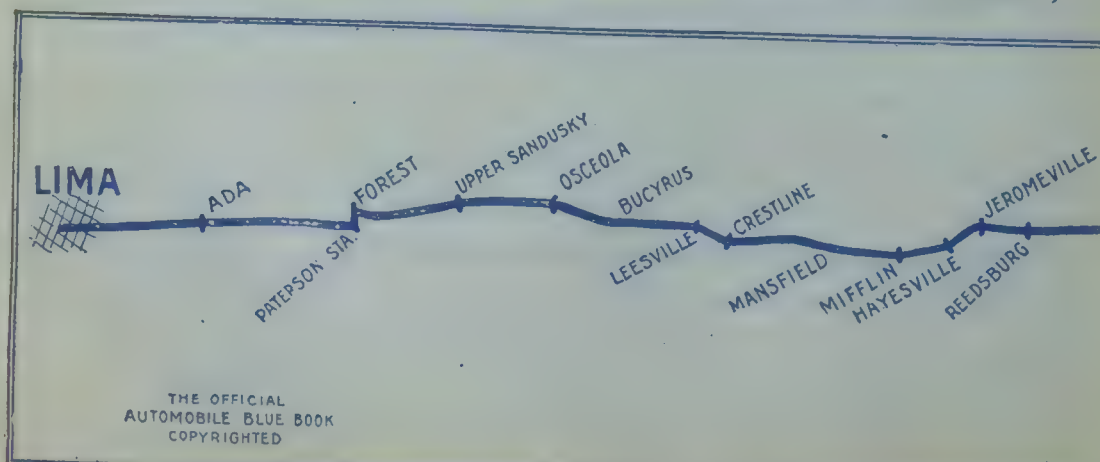
Reverse route, No. 380

Via Bucyrus, Mansfield and Wooster. The first part of the route to Mansfield is mostly level country on gravel or stone pike, with the exception of a few short stretches. The remainder is made up of dirt and clay roads, which are good in dry weather. Between Mansfield and Wooster the country is very rolling, with two or three rather heavy grades.

MILEAGES
Total Intermediate

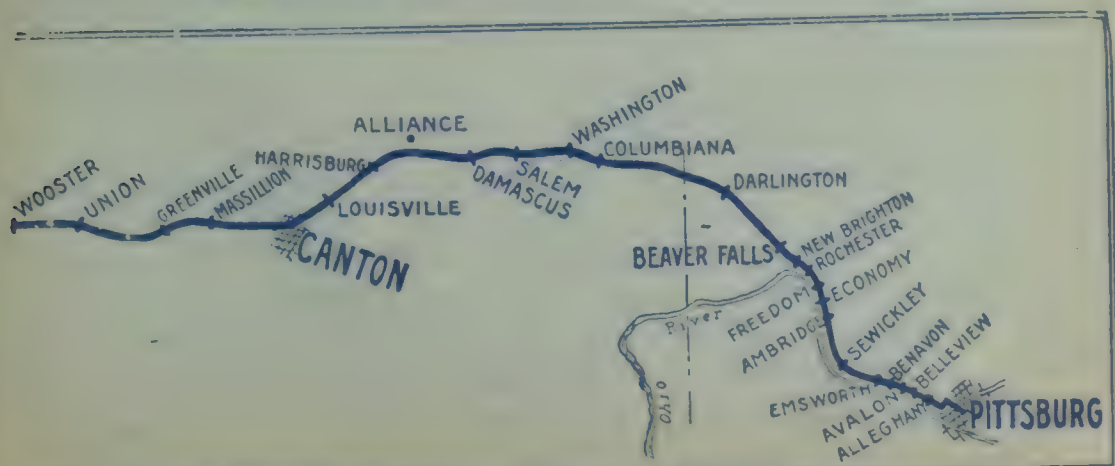
(For this and optional exits, see city map, page 611.)

0.0	0.0	LIMA , City Square, Main & Market Sts.
		Go north 1 block on Main St.
0.1	0.1	High St. ; turn right on High St., crossing RRs. (0.3 m & 0.8 m), follow winding road over iron bridge (2.3 m); avoid road to the right (4.7 m), keeping straight ahead.
6.0	5.9	End of road; jog left and immediately right, running onto short stretch of dirt road (1909) which will probably be piked by July, 1910. Continue straight through prominent cross-road (8.7 m), following good pike.
12.0	6.0	End of road; jog left and immediately right through irregular 4-corners; continuing on direct road past church and school on opposite sides of the road (13.0 m).
14.9	2.9	4-corners, cemetery on right, brick school on left; turn left on fine road, running into town past Ohio Northern University buildings (on left); cross RR. (16.6 m) to center of
16.8	1.9	ADA ; continue straight through town on same thorofare to
17.0	0.2	4-corners just beyond brick school (on left); turn right off of brick pavement, following direct road.
20.0	3.0	End of road; jog right across RR., and immediately left, bearing right away from tracks (20.4 m).
23.3	3.3	Left-hand road; turn left with telephone poles and main travel.
24.0	0.7	Prominent cross-road, church and brick school on both right-hand corners; turn right around church, curving left with road just beyond turn; follow telephone poles.
26.4	2.4	End of road; turn left, following pike to next
26.9	0.5	Right-hand road; turn right across RR., still following pike. Straight through prominent cross-road (27.1 m), passing Dunkirk about $\frac{1}{4}$ mile to the left;
		(At this point intersect Route 304, "Toledo to Columbus.")



Continue on direct road to 4-corners immediately beyond RR. crossing at

- 33.1 6.2 **Patterson station**; turn square left along tracks to
 34.7 1.6 End of road; turn right away from tracks, and next left
 1-10 m beyond, following telephone poles to end of street
 34.9 0.2 **FOREST**; turn square right through center of town.
 35.7 0.8 End of road; turn left, and next right just beyond—
 avoiding RR. crossing, follow direct road, jogging left
 and immediately right through irregular 4-corners (39.8
 m), following good pike.
 44.8 9.1 4-corners, brick school on farther left; turn left with pike
 45.8 1.0 End of road, at irregular 4-corners; turn right, crossing
 RR.
 47.9 2.1 Left-hand road; turn left with main travel, passing brick
 school (on left).
 48.3 0.4 Right-hand street, brick house on left; turn right on
 Crawford St. to end of same at
 48.5 0.2 **S. Sandusky Ave.**; turn left across RR. to Court House
 48.7 0.2 **UPPER SANDUSKY**, Sandusky & Wyandotte Aves.
 Indian Motor & Buggy Co., 202 S. Main St., **Stock Michelin Tires**.
 Turn right around Court House on Wyandotte Ave.,
 following same straight out of town; cross iron bridge
 (49.3 m)—avoiding 2 roads to the right; curving left
 with good pike; straight ahead through **Osceola** (58.7 m).
 59.1 10.4 Fork; bear right across iron bridge; continue straight
 ahead, curve right across RR. and immediately left (64.9
 m), bearing right across iron bridge (65.1 m) to center of
 65.4 6.3 **BUCYRUS**, public square.
 Elberson Hotel, South side of Square.
 Deal House.
 H. A. Paxton, 310 S. Sandusky Ave., **Stock Michelin Tires**.
 For diverging routes, see **Index map**, page 655.
 Turn right with trolley.
 65.6 0.2 4-corners; turn left with trolley one block, where turn
 right with trolley.
 65.7 0.1 Fork of three roads; bear left with trolley, crossing RR.
 (66.2 m).
 66.3 0.6 3-corners; bear left with trolley, crossing RR. (66.4 m),
 following straight ahead with trolley, bearing left with
 same (75.6 m) to



SOUTHERN O.C. BERRY, Prop. HOTEL MANSFIELD, OHIO

OPPOSITE CENTRAL PARK

HEADQUARTERS FOR
AUTOMOBILE TOURISTS

First Class in Every Particular—Dining Room and Cuisine Unsurpassed

Mansfield's Leading Garage

Is located in the rear of the Vonhof Hotel

ABSOLUTELY FIREPROOF
REPAIRS AND SUPPLIES
OF ALL KINDS

Ideal Garage and Supply Co.

- 76.4 10.1 **GALION**, public square.
Galion Motor Car Co., 508 E. Main St., **Stock Michelin Tires**.
Straight through with trolley, crossing RR. where trolley
leaves to the left (76.7 m). **Caution not to pass**
- 77.1 0.7 4-corners; turn left, immediately passing red brick school-
house and pond (on right).
- 77.2 0.1 Right-hand branch road immediately after going over iron
bridge; turn right onto macadam, swinging left with road
(77.8 m).
- 81.6 4.4 End of road; turn right, going under 2 RRs. and imme-
diately turning left across RR. (82.1 m); straight through
Ontario (84.7 m), crossing RR. (86.7 m). **Caution** for
dangerous RR. crossing (89.2 m). Pick up trolley
(90.0 m), following same straight ahead on Park Ave.,
which follow to center of
- 91.3 9.7 **MANSFIELD**, City Park.
Southern Hotel, South side of park.
Ideal Garage & Supply Co., **Stock Michelin Tires**.
For city map, see page 619. For diverging routes, see **Index**
map, page 655.
- At near side of park turn left and right $\frac{1}{2}$ way around
park, turning left on Park Ave. and following same on
brick pavement across RR. (91.9 m)—avoid road to the
right (93.2 m), keeping straight ahead across iron bridge.
Caution for bad rocky surface (96.7 m). Cross iron
bridge (98.8 m), shortly curving left and right down steep



grade, straight through center of **Mifflin** (99.6 m), running upgrade just beyond. **Caution** for steep downgrade (100.8 m); continue through **Hayesville** (105.0 m).

- | | | |
|-------|------|--|
| 105.7 | 14.4 | Left-hand branch road; bear left with telephone poles. |
| 107.3 | 1.6 | Fork; bear left, still with poles, on road through woods, crossing RR. (109.3 m), straight through Jeromesville (109.5 m). Country is very rolling, and caution should be used on most grades. Straight through Reedsburg (114.3 m) and Jefferson (118.8 m); cross RRs. (121.8 m and 122.4 m). |
| 122.6 | 15.3 | 4-corners, at farther side of fairgrounds; turn right, curving left just beyond onto brick pavement, following same on Liberty St. to center of |
| 123.2 | 0.6 | WOOSTER , Liberty and Market Sts.
Continue straight through on Liberty St. |
| 123.6 | 0.4 | End of street; turn right across RR. (station on left), turning left immediately beyond, running down long winding grade. |
| 124.4 | 0.8 | Fork immediately beyond iron bridge; bear left up long winding grade, shortly running down long grade; cross iron bridge (126.4 m), avoiding road to the left just beyond; continue on direct road upgrade, crossing RR. at E. Union (129.9 m); follow telephone line on direct road, bearing left downgrade (133.5 m); cross iron bridge and RR. (133.7 m), straight through Dalton (136.2 m), crossing RRs. (137.1 m and 139.6 m), meeting trolley at Greenville (140.1 m); follow same on direct road, straight through Brookfield (143.1 m), running onto Wooster St.; |

Wagner's MODERN FIREPROOF Garage

Full Line of Supplies. Tourists Welcome.

38 North Erie Street, : : MASSILLON, O.

follow same with trolley, bearing left into Main St. (144.8 m), crossing 2 RRs., to center of

145.3 20.9 **MASSILLON**, Main and Erie Sts.

Wm. F. Wagner's Garage, 38 N. Erie St.

Massillon Motor Car Co., 74 S. Erie St., Stock Michelin Tires.

Continue straight through on Main St., running up long easy grade; follow trolleys on direct road, same thoroughfare becoming Tuscarawas St., which follow across iron bridge and RR. (152.6 m)—fine view of McKinley monument about $\frac{1}{4}$ mile to left. Straight ahead on Tuscarawas St. to Court House (on left), center of

153.4 8.1 **CANTON**, Market and Tuscarawas Sts.

Hotel Courtland, West side of Court House.

Hofbrau Haus, Court & Seventh Sts.

Wilson Motor Car Co., 514 N. Cleveland Ave.

For city map, see page 699. For diverging routes, see Index map, page 655.
For through connections see Graphic Trunk-line chart, inside front cover.

Route 327—Lima to Columbus, O.—89.4 m.

Route map, opposite

Reverse route, No. 360

Via Bellefontaine, Middleburg and Marysville. Over rolling country on gravel or stone pike practically the entire distance.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 611.)

0.0 0.0 **LIMA**, Public Square, Main & Market Sts.

Go east on Market St., crossing RR. (0.2 m); bearing slightly right with trolley across iron bridge (0.5 m); cross RR. (0.9 m—station on right). Trolley leaves to the right just after passing fairgrounds (on left). Keep straight through diagonal cross-roads (1.5 m)—“Marion Pike”—following Bellefontaine Pike across RR. (3.5 m),

7.4 7.4 **WESTMINSTER**. Continue straight ahead on same thoroughfare—avoid all branch roads; wind through woods (9.4 m), running through **Holden** (15.6 m), to

16.6 9.2 Prominent fork, high hedge on left; bear right, going straight through **Round Head** (19.5 m); bearing right across iron bridge (19.7 m); follow telephone poles on direct road, curving sharp right and left across iron bridge (23.0 m), pass church and cemetery (on right—25.1 m); keeping main thoroughfare straight through

27.8 11.2 **HUNTSVILLE**; cross RR. (27.9 m) and trolley (28.4 m). Continue on direct road, curving right (32.3 m).

33.9 6.1 Fork immediately beyond RR. switch—stone water trough in center; bear right, crossing RR. (34.1 m).

34.3 0.4 **BELLEFONTAINE**, Main & Columbus Sts.

Diener Auto Co., Chillicothe & Opera Sts.

For diverging routes, see Index map, page 655.

Continue straight through on Columbus St., passing



- 35.4 1.1 Court House (on right), curving right with road (35.1 m).
 End of road; bear left, following direct road over very rolling country. **Caution** for steep downgrade and sharp turn (38.6 m), curving left at bottom of hill to end in
- 39.2 3.8 **ZANESFIELD**, grocery store on left; turn right and next left a short distance beyond; cross RR. and iron bridge (30.5 m), curving right with road along foot of hill; cross RR. (40.9 m), passing brick school (on left—42.1 m), running upgrade out of valley just beyond: follow on direct road through Middleburg (45.3 m).
- 47.4 8.2 Left-hand road at foot of small grade—iron bridge straight ahead; turn left through covered wooden bridge (47.7 m); keeping slightly right past school (on left—49.0 m), following main traveled road—avoiding all branches; cross RR. (50.9 m), passing Oakdale Cemetery (on left—56.8 m), same thorofare becoming W. 5th St.
- 58.1 10.7 **MARYSVILLE**, Main & 5th Sts. Keep straight through
- 58.7 0.6 Fork of 6-roads, water trough in center; bear diagonally right on middle road, following telegraph poles across RRs. (58.9 m & 59.8 m); keeping straight ahead through **New California** (67.3 m) to prominent 4-corners in center
- 75.5 16.8 **DUBLIN**, iron bridge straight ahead; **do not cross bridge**; turn square right along river bank;
- 77.7 2.2 4-corners just before small iron bridge; turn square left, crossing long iron bridge over Scioto River (78.0 m).
- 78.1 0.4 Turn immediately right off of bridge, follow eastern side of river, picking up trolleys (81.0 m), crossing same where they leave to the left (82.6 m).
- 84.0 5.9 Fork; bear left along RR. to
- 84.4 0.4 **Marble Cliffe**, station on right;; turn left upgrade on W. 5th Ave., crossing RR. (86.4 m) and iron bridge immediately beyond to second trolley crossing.
- 87.6 3.2 **N. High St.**; turn right, follow same direct past Union Station (on left—88.7 m) to State Capitol, center of
- 89.4 1.8 **COLUMBUS**, Broad & High Sts.

Hotel Hartman, Main & Fourth Sts.

Chittenden Hotel, N. High & Spring Sts.

Southern Hotel, S. High & Town Sts.

Central Ohio Motor Car Co., 61 E. Spring St.

Ritter & Borst Garage, 35 W. Mound St.

The Snyder Auto Co., 765 E. Long St., Stock Michelin Tires.

Hudson Sales Company, 241 N. Fourth St., Stock Michelin Tires.

For city map, see page 656. For diverging routes, see Index map, page 655.



HOTEL PLAZA

GEO. W. TYLER, Mgr.

On Public Square, Close to Garages

Piqua's Leading Hotel

AMERICAN PLAN . \$2.50 UP

Modern in Every Detail

TOURISTS WELCOME

Route 328—Lima to Cincinnati, O.—131.0 m.

Route map, page 655

Reverse route, No. 342

Via Sidney, Piqua, Troy, Dayton and Lebanon. Over level country on good gravel or stone roads practically the entire distance.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 611.)

- | | | |
|------|------|---|
| 0.0 | 0.0 | LIMA , Main & Market Sts. Public Square. |
| | | Go south on Main St., with trolley, over iron bridge (0.3 m). |
| 0.7 | 0.7 | Kibby St. ; turn right, following trolley, jog right and immediately left (1.1 m)—(trolley leaves to the left); continue on Kibby St. to |
| 1.5 | 0.8 | End of road—amusement park on left; turn left, crossing RR. (1.9 m); bear right immediately beyond—avoiding poor road on left; follow winding but direct road, curving right past hospital (3.9 m). |
| 4.1 | 2.6 | 4-corners—trolley and RR. straight ahead; turn left, following trolley across RR. (4.8 m), through Snyder (5.4 m), to prominent 4-corners on western edge of |
| 7.7 | 3.6 | Cridersville ; turn right with 3-arm telephone poles; leaving trolley line. |
| 9.4 | 1.7 | 4-corners; turn left with wires, following straight road; curving right with road at trolley & RR. (14.2 m) to |
| 14.4 | 5.0 | Left-hand road—poor road straight ahead; turn left, crossing trolley, RR. and iron bridge (14.9 m); passing City Brewery (on left); straight ahead. |
| 15.4 | 1.0 | Main St. ; turn right, crossing RR. to center of |
| 15.6 | 0.2 | WAPAKONETA , Main & Willpie Sts. |
| | | Hotel Steinberg , Anglaize & Perry Sts.
R. B. Wahrer , Stock Michelin Tires. |
| | | Turn left on Willpie St., passing Court House (on right —15.8 m) bearing slightly left and right across RR. (16.0 m); trolley comes in from right (16.8 m); follow same straight through Botkins (22.8 m), and Anna (27.8 m). |
| 34.8 | 19.2 | Fork at foot of grade; bear left with trolley. Continue straight ahead across iron bridge and RR. (35.2 m) to |
| 35.5 | 0.7 | SIDNEY . Court House on right. |

E. C. Quellhoist, Court St., Stock Michelin Tires.

Continue straight ahead on same thorofare through

- diagonal cross-roads (36.2 m); **caution** for winding upgrade with waterbars (37.1 m); follow main poles.
- 42.1 6.6 Prominent cross-road; turn right with poles, curving left with same (42.4 m)—avoid poor road to the right;
- 43.8 1.7 End of road; turn left, still with poles.
- 44.8 1.0 Right-hand road—main line of telephone poles goes straight ahead; turn right, following smaller telephone line across RR. (46.4 m); bear left with main travel (46.5 m).
- 47.3 2.5 End of road; bear left, crossing iron bridge (47.6 m); turning left just beyond onto Main St., which follow into
- 48.2 0.9 **PIQUA**. City Hall on right.
Hotel Plaza, North side of Square.
Grosvenor & Moore, Stock Michelin Tires.
Continue straight through on Main St. to
- 48.4 0.2 First left-hand street after crossing RR.—trolleys go straight ahead; turn left across iron bridge, running under RR. (48.7 m).
- 48.8 0.4 Right-hand road—road straight ahead goes upgrade; turn right crossing branch RR. (48.9 m) and RR. again (53.6 m).
- 53.9 5.1 Right-hand road after passing cemetery (on right); bear right, **caution** for sharp right and left turns under RR. (54.3 m), follow direct road to
- 55.9 2.0 Prominent right-hand road—cemetery on left; turn right,
- 56.4 0.5 End of street; turn left, straight ahead to center of
- 56.7 0.3 **TROY**—Public Square; bear right with trolley, following same across iron bridge (56.9 m) to
- 57.1 0.4 Prominent cross street—turn left, curving right with street at lumberyard (57.3 m); cross 2 RRs., bearing left with road (57.7 m).
- 57.8 0.7 End of road; turn right—trolley comes in from the right (58.1 m). Follow same on direct road, straight through **Eaglesburg** (64.8 m), and **Vandalia** (67.2 m). Cross National Road at this point. Go straight through **Chambersburg** (69.5 m), running over long iron bridge (74.3 m); cross RR. (75.7 m) onto Keowee St. Straight ahead with trolleys, to
- 76.2 18.4 **1st St.**—turn right with trolley across RR. (76.3 m)—trolley leaves to the left just beyond. Continue straight ahead to
- 77.0 0.8 **Main St.**—meeting trolley, turn left 2 blocks to center of
- 77.2 0.2 **DAYTON**, Main & 3rd Sts.
Algonquin Hotel, Third & Ludlow Sts.
Hofbrau Haus, Court & Seventh Sts.
The Geyer Sales Co., 11 W. First St.
Peckham Motor Car Co., 211 N. Main St., **Stock Michelin Tires**.
Hosler-Overland Sales Co., 11 E. 18th St., **Stock Michelin Tires**.
For city map, see page 632.

For complete running directions rest of the way to Cincinnati, see Route No. 356.

Route 329

Lima Section

Route 329—Lima, Ohio, to Lafayette, Ind.—164.9 m.

Route map, pages 655 and 557

Reverse route, No. 273

*Via Marion and Kokomo, over level country on good gravel pike all the way.*MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 611.)

0.0	0.0	LIMA , Public Square, Main & Market Sts. From band stand (on left) go due west on Market St., with one branch of trolley; trolley leaves to the left (1.1 m).
1.4	1.4	Woodlawn St. ; turn left.
2.0	0.6	End of street—cemetery straight ahead; turn right, picking up trolley—same leaves to the left (2.4 m).
2.8	0.8	Prominent left-hand branch road (road ahead poor); bear left with telephone poles, crossing RR. (3.0 m).
3.3	0.5	Right-hand road immediately before trolley crossing; turn right on stone road, swinging left with road (5.7 m) through 4-corners at church (on right—6.0 m), swinging right with road (6.2 m), jog left and immediately right (9.0 m).
13.8	10.5	4-corners; turn left to center of
13.9	0.1	SPENCER —band stand on right. Straight ahead.
14.0	0.1	4-corners; grain elevator on far right; turn right immediately crossing small iron bridge over canal.
14.1	0.1	First left-hand road after crossing canal; turn left.
14.6	0.5	Right-hand road; turn right, leaving canal, crossing RR. (17.2 m), avoid road to the left leading to Monticello (18.0 m).
22.5	7.9	4-corners—main traveled road; turn left.
23.0	0.5	End of road—cemetery straight ahead; jog right and left at first road (23.2 m), cross long iron bridge (24.2 m), straight through Mendon (24.3 m).
24.4	1.4	4-corners immediately before RR. crossing—big red brick building on far right; turn right.
24.5	0.1	First 4-corners; turn left, swinging along RR.
27.7	3.2	End of road; turn left.
28.7	1.0	First 4-corners; turn right, passing church and school-house at Mercer (28.9 m), crossing RR. (31.2 m).
40.0	11.3	End of road; turn right on road dividing Ohio from Indiana.
40.3	0.3	First left-hand road; turn left, crossing RR. at Berne Station (47.9 m), straight through Berne (48.0 m), avoiding prominent angling road to the right, with trolley, leading to Bluffton (52.9 m). Caution not to pass
53.6	13.3	Left-hand road (dirt road ahead); turn left on stone.
54.6	1.0	4-corners—brick school on left; turn right.
56.0	1.4	4-corners—red brick school-house on far left; turn left.
58.0	2.0	DOMESTIC —4-corners—store on far left. Turn right, jogging right and immediately left (59.0 m).
61.2	3.2	PETROLEUM . Straight through.

For diverging routes, see **Index map**, page 557.

Polarine

Lubricants and Greases

The Most Efficient and Durable for Cars of Every Type

POLARINE LUBRICANTS are manufactured in five consistencies. There is nothing haphazard in their preparation. Each grade is carefully adapted to definite mechanical conditions. Each grade gives the highest possible degree of lubrication of the parts for which it is designed.

POLARINE TRANSMISSION LUBRICANT "A"

Light Body. For transmissions where construction and condition permit the use of a semi-fluid oil.

POLARINE TRANSMISSION LUBRICANT "B"

Medium Body. For transmissions and differentials where construction or condition requires a semi-solid lubricant.

POLARINE TRANSMISSION LUBRICANT "BB"

Heavy Body. Specially recommended for Summer use on transmissions and differentials.

POLARINE CUP GREASE

A solid lubricant for grease cups, ball and roller bearings, etc.

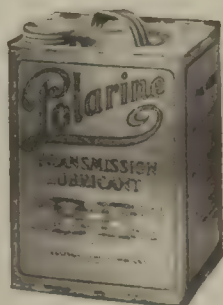
POLARINE FIBRE GREASE

A solid lubricant, slow to melt, particularly adapted for universal joints.

Write for the Polarine Booklet to the Nearest Agency of the

Standard Oil Company

(Incorporated)





"Won't have anything except POLARINE, eh?"

"Well, that's what they all say. Since I took to selling POLARINE you automobile people come miles to see me, don't you?"

Polarine

Specially prepared to meet the needs of the modern motor engine.

It has won its popularity on its merits. It greatly lessens friction and wear. It leaves no carbon deposits. It feeds freely at all seasons.

What Polarine Oil is to the motor, Polarine Transmission Lubricants and Polarine Greases are to the other wearing surfaces of your car—efficient, uniform, perfect lubrication.

*Write for the Polarine Booklet to the Nearest
Agency of the*

Standard Oil Company

(Incorporated)

- Cross RR. (61.4 m), jogging left and immediately right (64.7 m), cross trolley and RR. (66.2 m).
- 66.7 5.5 First 4-corners after crossing trolley and RR.; turn left, picking up telephone poles, straight through **Keystone** (67.7 m); cross RR. (67.8 m).
- 70.5 3.8 End of road; turn right with telephone poles.
- 71.4 0.9 **MONTPELIER**—4-corners meeting trolley. Turn left with same for 3 blocks.
- 71.6 0.2 4-corners—church on far right; turn right, leaving trolleys. Cross RR. (71.8 m), jog left and immediately right (80.2 m), jog left and immediately right (86.1 m), avoiding angling road to the left (90.5 m), cross RR. (90.7 m), swinging sharp left with road, going through covered bridge (90.8 m), crossing RR. (91.2 m), same thorofare becoming 3rd St., which follow to center of
- 91.4 19.8 **MARION**, 3rd & Washington Sts.—Court House on left.
 Spencer House, 4th & Adams Sts.
 Wiggen B. & H. Co., "On the Square," Stock Michelin Tires.
 For diverging routes, see Index map, page 557.
 Turn left on Washington St. with trolley, cross RR. (91.9 m), running under RR. (92.9 m), straight through **South Marion** (93.2 m), avoiding streets to the left (93.4 m & 94.1 m), pass Normal school (on left).
- 94.9 3.5 First cross-road after leaving pavement; turn right on straight road for 7½ miles, to
- 102.4 7.5 Left-hand road—RR. crossing straight ahead; **do not cross RR.**; turn left and right with road just beyond, cross RR. tracks (station on right) to center of
- 102.9 0.3 **SWAZEE**, 4-corners; turn left on brick pavement.
- 103.6 0.9 First 4-corners after leaving town; turn right, road is straight for over 15 miles. Cross RR. and trolley at **Sycamore** (station on left—108.4 m), straight on, crossing RR. (112.6 m). **Caution not to pass**
- 118.0 14.4 Prominent right-hand road; turn right and left just beyond, same thorofare becoming Jefferson St., which follow across RR. (119.2 m) to
- 119.4 1.4 **Main St.**; turn left 4 blocks to center of
- 119.6 0.2 **KOKOMO**, Main & Sycamore Sts.—Court House on right.
 Hotel Frances, Mulberry St.
 Excelsior Garage, 108 Mulberry St.
 Kokomo A. & M. Co., 220 W. Mulberry St., Stock Michelin Tires.
 J. E. Palethorpe, 120 E. Sycamore St., Stock Michelin Tires.
 For diverging routes, see Index map, page 557.
 Turn right around Court House, follow Sycamore St. straight out of town—pavement ends (120.3 m). Cross RR. (120.5 m); bear left with road, following telephone poles. Avoid road to the left (114.0 m), cross 2 iron bridges (114.2 m), pass cemeteries on opposite sides of the road (126.7 m), pass church (on left—128.9 m), turning left with road upgrade (131.1 m) and right just beyond with poles to center of
- 134.0 14.4 **BURLINGTON**—4-corners, postoffice on right.
 Turn left on Michigan Road, passing school (on right

Route 330

Lima Section

- 136.3 m) to irregular 4-corners on northern edge of
- 138.6 4.6 **MIDDLEFORD**—small grove on right. Turn right past school (140.3 m). Go straight through small hamlet of **Geetingsville** (142.5 m), continue on straight road to
- 144.8 6.2 **SEDALIA**. Straight road across RR., past school (on left—146.0 m), cross RR. (148.8 m) to center of
- 148.9 4.1 **ROSSVILLE**. Straight through over iron bridge (149.6 m), pass cemetery (on right—150.5 m) and school (150.9 m), bearing left upgrade (151.6 m), cross iron bridge (151.9 m), winding downgrade to
- 152.5 3.6 Fork; turn right, cross iron bridge, bearing left past old grist mill (on right) just beyond; pass church (153.1 m).
- 156.1 3.6 End of road; turn right and next left, passing church (on left—156.4 m). Follow direct road, bearing left past grist mill in small valley and right just beyond, over iron bridge, on winding road over second bridge (158.2 m). **Caution** for sharp left turn around base of hill, winding upgrade.
- 160.5 4.4 Jog left and immediately right, avoiding road to the left, straight ahead, meeting trolley (163.1 m); follow same on South St. for a short distance—trolleys leave to the left (163.6 m). Continue straight ahead to
- 164.1 3.6 5-corners, intersection of Main St.; turn right, meeting trolley, turning left just beyond away from trolley onto Columbia St.; follow same down long grade across RR. (164.4 m & 164.8 m) to Court House center of
- 164.9 0.8 **LAFAYETTE, IND.**, Columbia & 4th Sts.

St. Nicholas Hotel, Main & Second Sts.

Lafayette Auto Co., 110 Fifth St.

Star Garage, 247 Main St. Levee.

Red Wharf Co., West End Main St. Bridge, **Stock Michelin Tires**.

For city map, see page 535. For diverging routes, see Index map, page 507.

Route 330—Lima, O., to Fort Wayne, Ind.—65.8 m.

Route map, page 654

Reverse route, No. 288

Via Delphos and Van Wert, Ohio. Over level country on gravel or macadam practically all the way; one or two short stretches of dirt road

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 611.)

0.0 0.0 **LIMA**, City Square, Main & Market Sts.

Go north on Main St. for 3 blocks.

0.2 0.2 **Wayne St.**; turn left with trolley, following tracks direct

1.2 1.0 **Jameson Ave.**, end of brick pavement (1909); turn right, follow trolley past Lima College buildings (on left), curving left just beyond; cross RR.

1.7 0.5 4-corners immediately beyond RR.; turn left and parallel RR. and trolley for some distance, curving right away from tracks, avoiding left-hand road (4.5 m); continue straight ahead to

6.6 4.9 **ELIDA**—4-corners; bear right with telephone poles.

8.5 1.9 4-corners—brick school on left; turn left, follow telephone poles on direct road.

11.5 3.0 4-corners; turn right with poles for about ½ mile;

Lima Section

Route 330

- 12.1 0.6 4-corners; turn left, leaving telephone poles.
- 13.1 1.0 End of road; turn right, curving left just beyond, and right around cemetery (13.7 m); cross trolley and RR. (14.8 m), jogging right and immediately left (15.9 m).
- 16.2 3.1 End of road—iron standpipe straight ahead; turn right, curving left just beyond to first
- 16.3 0.1 Right-hand street; turn right, crossing RR. (16.6 m).
- 16.7 0.4 Prominent cross street—meeting trolley—church (on left) and school (on right); turn left across RR. to
- 17.0 0.3 **DELPHOS**; turn square right—leaving trolley—on Canal St. to second left;
- 17.2 0.2 4-corners, planing mill on left; turn left, crossing canal just after turn; continue straight ahead on direct road.
- 29.9 12.7 End of road; turn left across RR. and trolley, and immediately beyond turn right on Main St., which follow with brick pavement to center of
- 30.6 0.7 **VAN WERT**. City Hall on right.
Bowyer Brothers, Stock Michelin Tires.
Continue straight through with trolley.
- 30.9 0.3 Fork; bear right, still with trolley, crossing RR. (31.0 m)—trolley leaves to the right (31.4 m); follow direct road past church and cemetery (on left—34.4 m); curving right across trolley and RR. (36.5 m); go straight through prominent diagonal crossroad (37.5 m). (Road to the left leads into Convoy). Avoid all intersecting roads, following main travel straight ahead; cross RR. (49.6 m)—(small store on right); cross trolley (51.5 m), bearing right with road just beyond; follow along tracks bearing right and left across same (52.4 m); paralleling trolley for over 5 miles (trolley leaves to the right—57.8 m); straight through southern edge of New Haven (58.5 m); curving right with telephone poles;
- 59.3 28.4 End of road; turn left, meeting trolley again;
- 60.8 1.5 Prominent right-hand branch road—trolley goes straight ahead; turn right across trolley, passing 2 six-sided buildings (on left) just after turn; bearing right across RR. (61.3 m), curving left just beyond around brick store—follow direct road, crossing RR. (61.9 m); re-crossing same (62.4 m);—avoid road to the left just beyond second crossing; pass cemetery (on right—64.3 m), running onto brick pavement, follow same on Maumee Ave. to
- 65.5 4.7 **Harmer St.** Jog right 1 short block, and immediately left on E. Washington St., which follow direct to
- 65.6 0.1 **Calhoun St.**—meeting trolley; turn right to Court House.
- 65.8 0.2 **FORT WAYNE, IND.**, Main & Calhoun Sts.

Wayne Hotel, W. Columbia St.

Bachelor Garage, E. Columbia St.

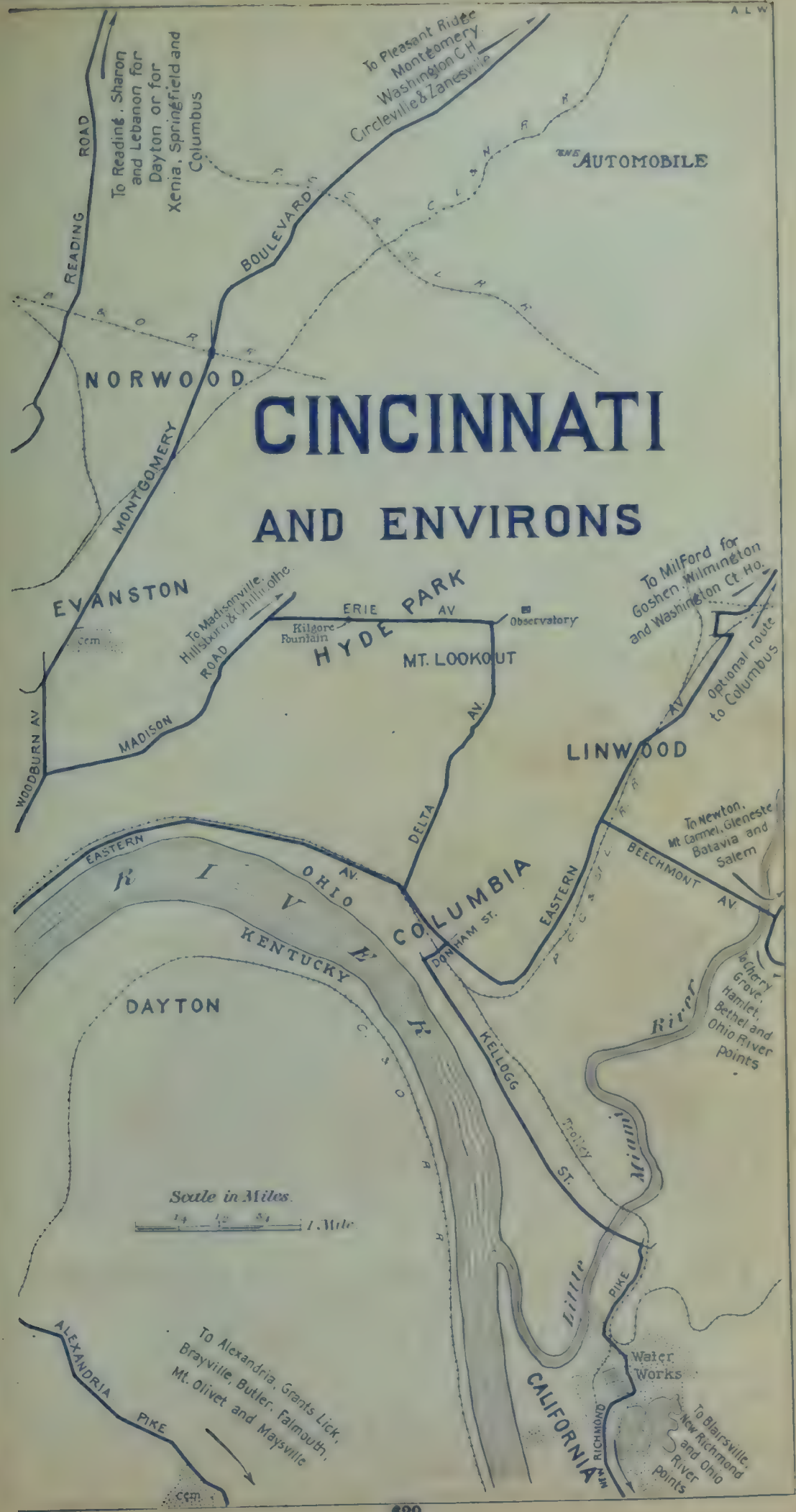
Ft. Wayne Machine Co., 1035 Calhoun St., Stock Michelin Tires.

Randall Motor Car Co., 116 W. Wayne St., Stock Michelin Tires.

For city map, see page 558. For diverging routes, see Index map, page 557.

For through connections, see Trunk-line Index map, front of book.





CINCINNATI SECTION

ROUTES 331 TO 350.

Route Center—Fountain Square has been taken as the starting point for all routes out of Cincinnati, as it is not only in the heart of the city and convenient to all hotels and garages, but most easily identified by strangers.

Points of Interest—Cincinnati, with its location on the Ohio River, was one of the very earliest places to be settled in Ohio, as this well-known waterway carried the bulk of the settlers crossing the mountains into the then new territory. To-day it is the second city in Ohio and is best known for its extensive manufacture of machinery and machine tools. It is also one of the leading American cities in the manufacture of office furniture, printing ink, and harnesses. President Taft was born here and makes this his home. It is also the home of Gov. Harmon and ex-Senator Foraker. The best known educational institutions are the University of Cincinnati, founded by Chas. MacMicken, and Ohio Mechanics' Institute.

A trip through the residential section is well worth while, as there are not only some of the finest houses in America, but being located on the heights surrounding the city some excellent views of the Ohio River and valley are to be had. On the opposite bank of the Ohio in Kentucky are the cities of Covington and Newport, connected with Cincinnati by five fine bridges. One of these, the Suspension Bridge, was constructed by Roebling in 1865 at a cost of \$1,800,000, rebuilt and enlarged in 1897. Interesting points are: The monument marking the site of Fort Washington on 3rd St., just east of Broadway; tomb of Wm. Henry Harrison at North Bend; Clover Nook, home of Alice and Phoebe Cary; the old Beecher home on Gilbert Ave.; the house where T. Buchanan Reed wrote Sheridan's Ride is still standing at 49 E. 8th St.; Fountain Square in the heart of the city, Vine and 5th Sts., derives its name from the Tyler-Davidson Fountain designed by August von Kreling. In the Art Museum, with its handsome group of buildings located at Eden Park, are not only collections of paintings, sculptures, engravings, etc., but the historical collection of Rookwood Pottery; the Zoological Gardens, supposed to be the finest and most complete in the country.



The Citizens Motor Car Company

Seventh and Main Streets
CINCINNATI, OHIO

Largest and
Most Complete
GARAGE
in the West

Packard

MOTOR
CARS

HOTEL SINTON

CINCINNATI, OHIO



No Better Hotel West of New York
FOURTH AND VINE STREETS
European Plan—\$2.00 and upward

UNEXCELLED ACCOMMODATIONS
FOR AUTOMOBILE PARTIES

W. J. FLEMING, Manager

Route 331

Cincinnati Section

Route 331—Cincinnati to Columbus, Ohio—121.5 m.

Route map, page 634

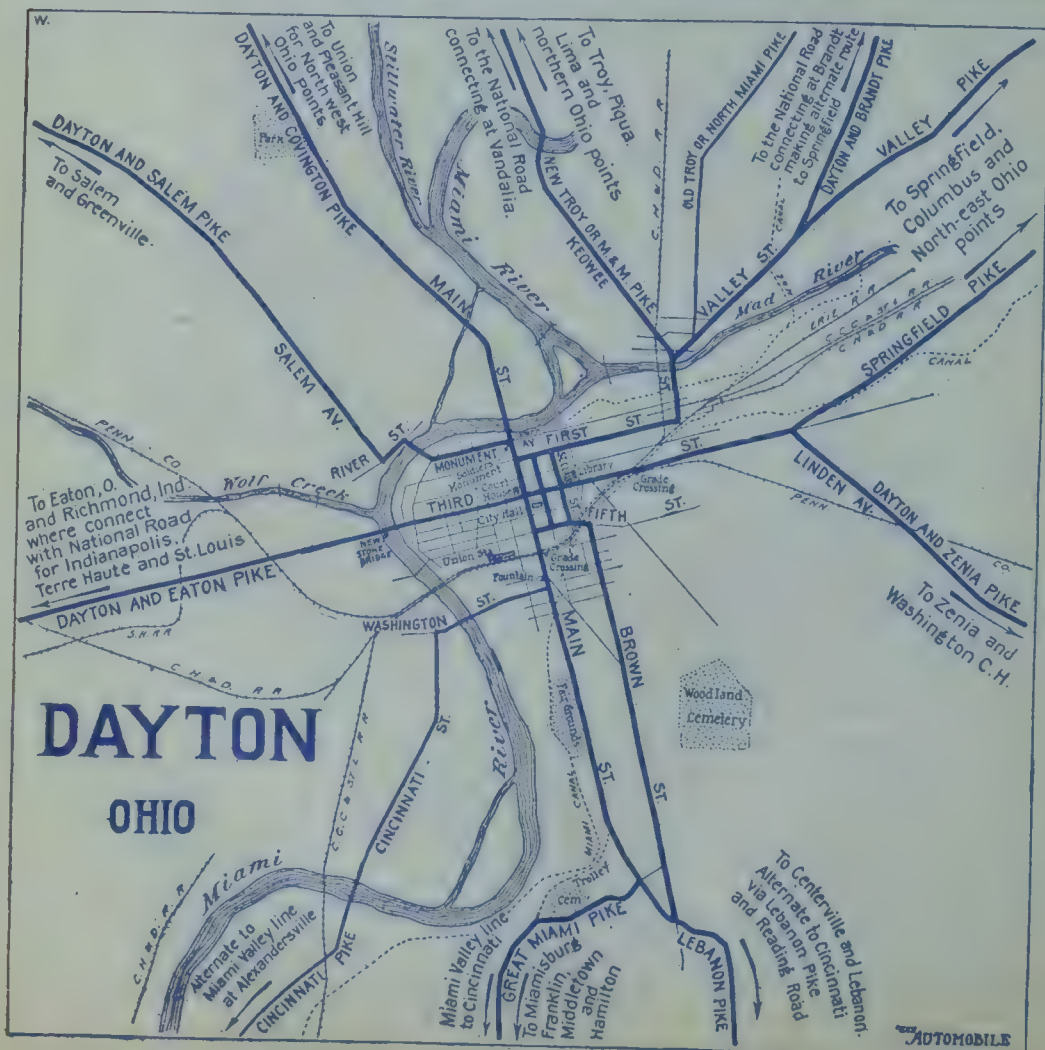
Reverse route, No. 356

Via Reading, Lebanon, Dayton and Springfield. Over level country and excellent gravel pikes.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 629.)

- | | | |
|------|------|---|
| 0.0 | 0.0 | CINCINNATI , Fountain Square, postoffice on left.
Go north on Main St., crossing canal (0.4 m). |
| 0.6 | 0.6 | E. 13th St. (Woodward Ave.); turn right away from trolley upgrade. |
| 1.0 | 0.4 | End of street; turn left—meeting trolley, follow same up long grade on Reading Road, running under trolley trestle to |
| 2.6 | 1.6 | Fork; bear right with trolley, straight through Avondale (3.5 m). (Trolley leaves to the left—4.3 m.) Keep straight ahead, shortly winding right downgrade under RRs. (5.5 m & 5.7 m). Continue straight through Reading (9.9 m), following telephone poles, cross RR. (10.3 m), through Sharon (13.6 m). |
| 13.8 | 11.2 | Fork just beyond concrete bridge; bear right—leaving poles—pass Sharon Depot (on left—14.4 m); keeping straight ahead through Pisgah (17.7 m); cross RR. (21.2 m) (trolley comes in from the right), follow same through Mason (22.1 m) (trolley leaves to the right a short distance beyond); go straight ahead to |
| 23.6 | 9.0 | Fork; curve right, following telephone line across 2 RRs. |



The Algonquin

Absolutely
Fireproof

DAYTON, - - OHIO

300 Rooms

250 Rooms with Private Bath

American
Plan



European
Plan

Dayton's Largest and Best Hotel

Finest Cafe in the
City in Connection.

Roof Garden with
Splendid Attrac-
tions During
Summer Months.

Look for the **ALGONQUIN**
FIREPROOF Sign

Route 331

Cincinnati Section

- (25.3 m) and RR. (27.2 m); follow winding but direct road onto **Broadway**, which follow straight to center of
- 30.0 6.4 **LEBANON**—trolley leaves to the right.
Kilpatrick-French Motor Car Co.
Continue straight ahead across iron bridge (30.3 m) to
- 34.8 4.8 5-corners; bear slightly right. **Caution** for sharp right curve over iron bridge (36.5 m); continue straight through **Ridgeville** (37.1 m) and **Centerville** (42.2 m); same thorofare becoming Main St., which follow past National Cash Register Works (on right—52.4 m); cross canal (53.2 m) and RR. (53.5 m) to Court House, center of
- 53.8 19.0 **DAYTON**, Main & 3rd Sts.
Algonquin Hotel, Third & Ludlow Sts.
The Geyer Sales Co., 11 W. First St.
Hofbrau House, Fourth & Ludlow Sts.
Peckham Motor Car Co., 211 N. Main St., **Stock Michelin Tires.**
Gunchen & Wentz, 719 N. Main St., **Stock Michelin Tires.**
Hosler-Overland Sales Co., 11 E. 18th St., **Stock Michelin Tires.**
For city map, see page 632. For diverging routes, see page 655.
Turn right on 3rd St., crossing canals and RR. (54.3 m).
- 55.2 1.4 Fork, iron water-trough in center; bear left on Springfield St., following trolley across RR. (56.9 m).
- 57.4 2.2 Fork; bear left, following main travel to
- 58.2 1.1 **HARSHMAN**, fork just beyond, shoe factory on left; curve right, crossing RR. (58.6 m); follow trolley to
- 63.6 5.1 Irregular 4-corners; turn left with trolley, straight through **Fairfield** (64.1 m); curving right away from trolleys just beyond; follow telephone poles through **Enon** (70.3 m); cross iron bridge at foot of grade (75.6 m); **caution** for sharp left curve at bottom of hill, under RR.; cross RR. (76.0 m).
- 76.7 13.1 Diagonal cross-road, cement works on right; bear right with poles, following same across RR. (77.4 m), same thorofare becoming W. High St., which follow to
- 78.0 1.3 **Limestone St.**, square on right. Turn left 1 block to
- 78.1 0.1 **SPRINGFIELD**, Main & Limestone Sts.
Arcade Hotel.
The Auto Inn, Spring & Main Sts., **Stock Michelin Tires.**
For city map, see page 672.
For diverging routes, see **Index map**, page 655.
Turn right on Main St., crossing RRs. (78.8 m & 80.6 m).



CHITTENDEN HOTEL

COLUMBUS, OHIO

ABSOLUTELY FIREPROOF

WE cater to touring parties with a knowledge of their wants. Running water and Bell 'Phone in all rooms. American plan, \$3 per day and upwards. Central location.

N. A. COURT, Manager

WATCH FOR OUR ROAD SIGNS

Motorists Official Headquarters

Bell Main 625
Citizens 4295

Central Ohio Motor Car Co.

61 East Spring St.
COLUMBUS, OHIO

Machine Work—Expert Mechanics

Open Always

½ Block East of Chittenden Hotel

follow trolley and telephone poles across several bridges, continuing straight through **Harmony** (84.0 m), **Vienna** (88.6 m), **Brighton** (91.2 m), **Somerford** (95.0 m) and **Lafayette** (99.7 m); cross RR. tracks (106.8 m), and keep straight on through **W. Jefferson** just beyond. **Caution** for sharp right and left curve uphill immediately after crossing iron bridge (108.9 m); continue straight ahead with trolleys through **Alton** (112.1 m); cross RR. (116.6 m), same thoroughfare becoming W. Broad St., which follow on brick pavement; cross RRs. (119.8 m & 120.9 m); cross large bridge over Scioto River and RR. (121.3 m) to State Capitol, center of

121.5 43.5 **COLUMBUS**, Broad & High Sts.

Southern Hotel, S. High & Town Sts.

Chittenden Hotel, N. High & Spring Sts.

Hotel Hartman, Main & Fourth Sts.

Central Ohio Motor Car Co., 61 E. Spring St.

Ritter & Borst Garage, 35 W. Mound St.

The Snyder Auto Co., 765 E. Long St., Stock Michelin Tires.

Hudson Sales Company, 241 N. Fourth St., Stock Michelin Tires.

For city map, see page 656. For diverging routes, see Index map, page 655.

30

THE Warner Auto-Meter, "The Aristocrat of Speed Indicators," is obtainable in several styles any of which may be secured in brass, dead black, gun metal or nickel. High grade Chelsea Auto-Clocks are attached where desired. Prices range from \$50.00 to \$145.00. The instruments are worth it.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 332

Cincinnati Section

Route 332—Dayton to Chillicothe, Ohio—73.8 m.

Route map, page 634

Reverse route, No. 332R

Via Xenia and Washington Court House. Good stone or gravel road.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 632.)

0.0 0.0 **DAYTON**, Main and Third Sts.

From Court House (on left) go east on Third St.

0.4 0.4 Right-hand street immediately after crossing bridge over canal; turn right onto **Wayne Ave.**, crossing RR.

1.1 0.7 5-corners; bear left, leaving trolley, onto **Xenia Ave.**

2.4 1.3 End of street; bear right with trolley across RR. (3.7 m). **Caution** for dangerous RR. underpass (5.6 m).

9.8 7.4 Fork; bear left with poles, shortly going upgrade.

11.7 1.9 Irregular 4-corners; turn right, immediately going over iron bridge, cross RR. and pick up trolleys from the right (11.8 m). **Caution** for long, winding upgrade (12.7 m) to (13.0 m).

14.6 2.9 Right-hand branch road; turn right, leaving trolleys.

14.8 0.2 First left-hand street; turn left, crossing RR., picking up trolley from the left and crossing second RR. (14.9 m)

15.3 0.5 **XENIA**—Court House on left.

Baldner Motor Co., Church & Whitman Sts., Stock Michelin Tires.

Straight through with trolleys, crossing RR. where trolley ends (16.8 m).

19.4 4.1 Fork; bear right with telephone poles.

26.2 6.8 **JAMESTOWN**. Straight through. **Caution** not to pass

26.9 0.7 Fork; bear right with one set of telephone poles, swinging sharp left with road (33.0 m) and sharp right (33.4 m), crossing RR. (33.8 m) and again (39.4 m), avoiding good road to the right (40.3 m), crossing bridge and 2 RRs. and swinging sharp left with road (44.0 m).

44.2 17.3 4-corners; turn right to center of

44.5 0.3 **WASHINGTON COURT HOUSE**.

C. A. Gossard Automobile Co., Stock Michelin Tires.

Straight through, crossing 2 RRs. (44.7 m), going through covered wooden bridge (46.2 m), crossing RR. (54.9 m) and again (56.0 m). Avoid angling road to the right at church (57.6 m), crossing RR. (58.2 m), avoiding good road to the right (60.2 m).

61.4 16.9 **FRANKFORT**—church on near right; turn left.

61.6 0.2 4-corners—school house on near right; turn right. **Caution** for long, winding upgrade (62.6 m) to (63.3 m); bear right with road (70.7 m), going under RR. (72.3 m), keeping left at fork where trolley comes in from the right (72.4 m).

72.6 11.0 Fork—concrete block store in center; bear left—trolleys bear right; cross trolley (73.4 m).

73.5 0.9 4-corners; turn left, picking up trolley from the left.

73.7 0.2 4-corners; turn right with trolley to center of

73.8 0.1 **CHILLICOTHE**—Court House on right.

W. S. Barrett, 77 Second St., Stock Michelin Tires.

For diverging routes, see Index map, page 655.

Route 332-R—Chillicothe to Dayton, Ohio—73.8 m.

Route map, page 634

Reverse route, No. 332

Via Washington Court House and Xenia. Good stone or gravel road

MILEAGES

Total Intermediate

0.0	0.0	CHILLICOTHE. From Court House (on left) go north on High St. 1 block, with trolley.
0.1	0.1	Turn left with trolley and keep straight ahead
0.3	0.2	4-corners; turn right, crossing trolley (0.4 m), picking up trolley from the left (1.2 m)—same leaves to the left (1.4 m), going under RR. (1.5 m).
3.1	2.8	Fork; bear left with telephone line. Caution for long winding downgrade (10.5 m).
12.2	9.1	4-corners—school-house on near left; turn left.
12.4	0.2	FRANKFORT —4-corners—church on far right. Turn right, crossing RR. (15.6 m), avoiding angling road to the left just beyond. Cross RR. (17.8 m) and again (18.9 m), going through covered bridge (27.6 m), crossing 2 RRs. (29.1 m).
29.3	16.9	WASHINGTON COURT HOUSE, Fayette & Court Sts. C. A. Gossard Automobile Co., Stock Michelin Tires. Straight through for short distance.
29.6	0.3	4-corners (road ahead very poor); turn left, swinging right with road, crossing 2 RRs. and iron bridge (29.8 m), straight ahead with telephone poles, crossing RR. (34.4 m), avoiding angling road to the right (34.9 m), crossing RR. (40.0 m), with poles all the way to
47.6	18.0	JAMESTOWN. Straight through swinging left with road and telephone poles (54.4 m), crossing RR. and picking up trolley (57.0 m), following same ahead, picking up brick pavement (58.2 m) to center of
58.5	10.9	XENIA. Court House on right. Baldner Motor Co., Church & Whitman Sts., Stock Michelin Tires. Straight through, crossing RR. where trolley leaves to the right (58.9 m) and RR. again (59.0 m).
59.1	0.6	End of street; turn right.
59.3	0.2	End of street, meeting trolley; turn left with trolley. Caution for long winding downgrade (60.8 m) to (61.1 m), crossing RR. where trolley leaves (62.0 m).
62.1	2.9	4-corners immediately beyond iron bridge; turn left.
64.0	1.9	Fork immediately after going downgrade; bear right with telephone poles. Caution for dangerous RR. underpass (68.2 m), crossing RR. (70.1 m), picking up trolley.
71.4	7.4	Turn left with trolley; same leaves to the left (71.5 m).
72.7	1.3	5-corners; bear right onto Wayne Ave. , picking up trolley, crossing canal and RR. (73.3 m).
73.4	0.7	End of street; turn left onto Third St. to center of
73.8	0.4	DAYTON. Court House on right. -

Algonquin Hotel, Third & Ludlow Sts. The Geyer Sales Co., 11 W. First St.
Hofbrau Haus, Court & Seventh Sts.

Peckham Motor Car Co., 211 N. Main St., Stock Michelin Tires.

Gunchen & Wentz, 719 N. Main St., Stock Michelin Tires.

Hosler-Overland Sales Co., 11 E. 18th St., Stock Michelin Tires.

For city map, see page 632. For diverging routes, see Index map, page 655.

Route 334

Cincinnati Section

Route 334—Cincinnati to Chillicothe, Ohio—91.6 m.

Route map, page 634

Reverse route, No. 335

Via Hillsboro; mostly over fair stone or good gravel road all the way; first third of the way is old stone road, but was in fairly good shape in 1909.

Descriptive Outline—Leaving Cincinnati the route is through one of the finest residence sections of the city. Just beyond Madisonville we wind up the well-known Indian Hill following the "Old State Road" almost straight east. At Hillsboro, Ohio, in 1873 was inaugurated one of the most unique temperance movements in history; although a failure as regards its direct purpose its effect was wide-spread at the time. About 13 miles east of Hillsboro the tourist may diverge slightly to visit the rocky fork of Paint Creek which at that point passes through a deep gorge in some places more than 100 feet high forming a series of wild picturesque views, also numerous caves in the vicinity. The route from here into Chillicothe follows very closely the valley of Paint River and no more picturesque routes can be found anywhere in the country.

MILEAGES

(For this and optional exits, see city map, page 628.)

Total	Intermediate	
0.0	0.0	CINCINNATI ,—Fountain Square.
		Start east on 5th St. to
0.1	0.1	Sycamore St. , 1 block from postoffice; turn left with trolleys to
0.5	0.4	Court St. , just before bridge over canal; turn right on Court St., shortly bearing left on Gilbert St., running up-grade past entrance to park (1.5 m) to
2.2	1.7	McMillan St. —trolley center; turn right to
2.8	0.6	Woodlawn Ave. ; turn left with trolleys to
3.1	0.3	3-corners,—large stone church straight ahead; turn right on Madison Road ; follow trolleys straight out across RR. (5.2 m) to
6.4	3.3	OAKLEY ,—trolley ends (1909). Straight through across RR., pass brick school (on right—6.8 m); running under RR. (7.0 m), bear right on Main St., which follow to center of
8.3	1.9	MADISONVILLE . Straight through under RR. (8.7 m)
8.9	0.6	Irregular 4-corners; bear right on macadam across iron bridge to
9.0	0.1	Left-hand road; turn sharp left up long steep grade (Indian Hill). Follow direct road over rolling country; pass school, church and cemetery (11.0 m); winding down long grade (12.9 m); straight through 5-corners (13.1 m), bearing right with trolleys under RR. to
13.6	4.6	End of road; turn left with trolley, cross long iron bridge (13.9 m) to
14.0	0.4	Second left hand road after bridge; turn left, with trolley, to center of
14.1	0.1	MILFORD . Straight through with trolleys, bearing right
14.7	0.6	6-corners; turn right away from one trolley line, picking up another one from the right a short distance beyond; follow same past car barns (15.1 m), past brick church (18.6 m) and church and cemetery (19.0 m), to
21.1	6.4	Right-hand road just after road turns left,—(poor road ahead). Turn right across iron bridge; straight on past brick school and stone church (21.4 m)—trolleys leave to

the right. Bear left just beyond, up long winding grade, picking up trolleys (on right) (23.2 m) to

- 24.8 3.7 **BOSTON.** Straight through on direct road to
- 27.8 3.0 **MONTEREY.** Straight through to
- 31.8 4.0 **MARATHON.** Straight on,—avoiding all intersecting roads; pass cemetery (32.2 m), brick church and cemetery (34.5 m); cross trolley (36.0 m) and iron bridge (36.4 m) to
- 36.6 4.8 **FAYETTEVILLE.** Straight through picking up trolley (on right) (37.1 m), follow same past Mt. Martins station (38.6 m) to
- 43.0 6.4 **SPRINGTOWN.** Straight on through
- 45.0 2.0 **DODSONVILLE.** Follow trolleys past brick school (46.4 m) through
- 47.6 2.6 **SALEM.** Cross RR. and trolley (49.9 m), pass brick school just beyond; cross RR. and trolley (52.4 m); bear right up grade to top (52.8 m), and then down grade to the left, into
- 53.7 6.1 **HILLSBORO.** Court House on left.
 Ervin & Ervin, 133 S. High St., Stock Michelin Tires.
 Straight through to Fork;—wooden water trough straight ahead; turn left with telephone line past brick school (55.3 m), through covered wooden bridge (57.1 m); follow direct road with poles, to
- 59.2 5.0 **NEW BOSTON.** Straight through on direct road to
- 64.0 4.8 **RAINSBORO.** Straight on with telephone line, past brick school (67.2 m), winding through hills to
- 68.1 4.1 End of road; turn left past wooden schoolhouse (68.4 m), running along river bank (69.0 m); follow direct road to
- 72.4 4.3 **BAINBRIDGE.** Straight through, follow along RR. through covered wooden bridge (74.8 m), cross RR. (75.7 m); bear left across iron bridge (77.0 m), follow telephone line through covered wooden bridge (79.3 m), to
- 79.5 7.1 **BOURNEVILLE.** Straight on past school and cemetery (80.2 m); follow fine gravel road past cemetery (84.5 m), brick church (86.9 m) and schoolhouse (87.2 m), across RR. (87.4 m) to
- 87.7 8.2 End of road; turn right with telephone line, shortly bearing right and then left up long grade, running onto Western Ave., which follow to
- 90.9 3.2 **West Water St.** Turn left on same to
- 91.5 0.6 **North Paint St.**; turn right to center of
- 91.6 0.1 **CHILLICOTHE,** Paint & Main Sts.—Court House.

W. S. Barrett, 77 Second St., Stock Michelin Tires.
 For diverging routes, see Index map, page 655.

Attention is called to the Trunk Line Index Map in Back of Book which shows more clearly than the chart the territory covered by this Volume.

Route 334 R

Cincinnati Section

Route 334-R—Chillicothe to Cincinnati, Ohio—91.6 m.

Route map, page 634

Reverse route, No. 334

Via Hillsboro. First part is good gravel road practically all the way. From Hillsboro to Cincinnati, mostly old stone road, which was in fairly good shape in the fall of 1909.

MILEAGES

Total Intermediate

0.0	0.0	CHILLICOTHE , Main & Paint Sts., Court House on right. Go north on Paint St. to
0.1	0.1	West Water St. Turn left along old canal bed to
0.7	0.6	Western Ave. —road is straight ahead up steep grade; turn right, follow main telephone line, bearing right down grade to
3.9	3.2	Left-hand road,—road straight ahead leads to Jefferson—Turn left, crossing RR. at State Mills Station (4.2 m), pass brick schoolhouse (4.4 m), brick church (4.7 m)—avoid road to the right (5.0 m), follow main traveled road with telephone line past cemetery (7.1 m), and schoolhouse and cemetery (11.4 m) to
12.1	8.2	BOURNEVILLE . Straight on through covered wooden bridge (12.3 m), cross iron bridge (14.6 m), bearing right across RR. (15.9 m), running along same through covered wooden bridge (16.8 m), to center of
19.2	7.1	BAINBRIDGE . Straight through,—avoiding road to left (20.2 m)—follow main telephone line, shortly running along bank of river;
23.5	4.3	Right-hand road just after passing wood schoolhouse (on right); turn left with telephone poles, cross iron bridge, bearing left on winding road through hills; pass brick schoolhouse (24.4 m)—road is direct to
27.6	4.1	RAINSBORO . Straight through to
32.4	4.8	NEW BOSTON . Continue on direct road through covered wooden bridge (34.5 m), pass brick schoolhouse (on right —36.3 m), bearing right past wooden water-trough (37.4 m) to center of
37.9	5.5	HILLSBORO . Court House on right. Ervin & Ervin, 133 S. High St., Stock Michelin Tires. Straight through, bearing right up winding grade out of town; follow main telephone line cross trolley and RR. (39.2 m), pass brick school (41.6 m), crossing RR. and trolley just beyond; follow trolley to
44.0	6.1	SALEM . Straight through, follow trolley past brick school (45.2 m).
46.6	2.6	DODSONVILLE . Continue on with trolley, crossing same (48.2 m).
48.6	2.0	SPRINGTON . Straight through, past brick school (52.6 m)—trolley leaves to left (54.5 m).
55.0	6.4	FAYETTEVILLE . Straight through, cross iron bridge,—avoiding road to the right (55.2 m), cross trolley (55.6 m). Straight through 5-corners (56.8 m), pass church and cemetery (57.1 m).
59.8	4.8	MARATHON . Straight through. Trolley line is close to

Cincinnati Section

Route 337

road, through small town of **Monterey** (63.8 m)—trolley leaves to the right (65.5 m).

- 66.8 7.0 **BOSTON**. Straight through, picking up trolley again (67.2 m)—trolley leaves to the left (68.4 m). Road bears right down long winding grade,—meeting trolley again at foot of hill, past brick church and school, to
- 70.3 3.5 End of road just after crossing iron bridge. Turn left, bearing right with road up slight grade. **Caution** for bad hole (71.7 m). Follow trolley past brick church and cemetery (72.6 m).
- 73.0 2.7 Fork; brick church straight ahead. Turn left with trolley line on direct road to
- 76.9 3.9 6-corners—with second trolley line; bear left on middle road to end of street in
- 77.6 0.7 **MILFORD**. Turn right with trolley, following same across long iron bridge, bearing left to
- 78.0 0.4 Right-hand road; turn right with trolley under RR. to
- 78.5 0.5 5-corners just after trolley line leaves to the right; bear right on middle road with telephone line, shortly running up long winding grade. Follow poles past brick school, church and cemetery (80.6 m). Road is hilly for a couple of miles. **Caution** for down grade at Indian Hill.
- 82.6 4.1 End of road at foot of hill. Turn sharp right, cross iron bridge, and turn left under RR. (82.9 m) to center of
- 83.3 0.7 **MADISONVILLE**. Straight through on Main St., running under RR. (84.6 m), cross RR. to
- 85.2 1.9 **OAKLEY**,—meeting trolley. Follow same straight on. Same thoroughfare becomes Madison Road, which follow
- 88.5 3.3 **Woodburn Ave.**—3-corners,—large stone church (on right). Bear left with trolley to end of road at
- 88.8 0.3 **McMillan Ave.** Turn right to
- 89.4 0.6 **Gilbert Ave.**—trolley center. Turn left, following Gilbert Ave. down grade, bearing right on Court St. (90.8 m) to
- 91.1 1.7 **Sycamore**. Turn left to
- 91.5 0.4 **5th St.** Turn right with trolley to center of
- 91.6 0.1 **CINCINNATI**, Fountain Square—postoffice on right.

G. M. Toewater & Co., Race & 9th Sts., **Stock Michelin Tires**.

Citizen's Motor Car Co., Seventh & Main Sts.

Hotel Sinton, Fourth & Vine Sts.

For city map, see page 628. For diverging routes, see **Index map**, page 655.

For through connections, see **Trunk-line Index map**, front of book.

Route 337—Cincinnati to Indianapolis—138.0 m.

Route map, page 642

Reverse route, No. 230

Via Hamilton and Eaton, O., and Richmond, Ind. Good gravel pike all the way, with some rolling country from Cincinnati to Eaton.

There is a full alternate to route No. 338, via **Connersville, Ind.**

MILEAGES (For this and optional exits, see city map, page 628.)

Total Intermediate

0.0 0.0 **CINCINNATI**, Fountain Square, postoffice on left.

Go north on Main St., over canal (0.6 m), to

0.7 0.7 **13th St.** (Woodward Ave.). Turn right away from trolley upgrade.

1.2 0.5 **Reading Road**; bear left, following car tracks under

TOURISTS HEADQUARTERS SHAVER'S OFFICIAL GARAGE

East Main St., EATON, O. NEXT DOOR
TO HOTEL
STORAGE, MACHINE SHOP, SUPPLIES
PHONE 470

same thoroughfare becoming East Ave. (trolley leaves to left—24.7 m); continue straight ahead, cross RR. (24.8 m).

24.9 1.0 **High St.**; turn left, following trolley, cross RR. (25.3 m) to center of

25.5 0.6 **HAMILTON**, Court House on left.

West Side Motor Co., 216 Main St., Stock Michelin Tires.

Continue straight ahead, running over long iron bridge

25.6 0.1 **North "B" St.**, 2 blocks beyond bridge; turn right with trolley, following same past large paper mills (26.2 m); cross RR. (26.7 m).

27.7 2.1 Fork; bear left with trolleys; caution for sharp right and left turns over long iron bridge (28.1 m).

29.1 1.4 Fork; bear right with telephone poles (trolley leaves to right for Middletown). Follow telephone poles, bearing right across RR. (30.4 m), straight through Seven Mile (32.0 m). **Caution** for sharp right and left turns just before iron bridge (33.4 m); crossing second iron bridge and RR. just beyond (35.0 m), turning right along tracks; straight through **Collinsville** (36.0 m).

36.7 7.6 Fork; turn right across RR., bearing left with poles.

37.8 1.1 Fork just beyond wooden bridge. Keep right with poles, crossing several bridges, following direct road to **Somerville** (39.9 m), winding back and forth across creek.

44.4 6.6 Immediately after crossing RR. turn right; straight through **Camden** (44.8 m); pass cemetery (on left—45.6 m); cross RR. (49.4 m), passing through covered wooden bridge (50.9 m); cross RR. (51.8 m), same thoroughfare becoming S. Prairie St., which follow to Court House. center of

53.4 9.0 **EATON**, Main & Barrow Sts.

Shaver Garage, E. Main St.

E. C. Wysong Main St., Stock Michelin Tires.

For diverging routes, see **Index** map, pages 557 and 655.

Turn left on Main St., crossing iron bridge to

53.6 0.2 Fork just beyond iron bridge; bear right with trolleys, cross RR. (55.1 m); continue straight through **Hope** (55.9 m) and **Westville** (63.7 m); cross RR. (64.2 m); going upgrade with trolley, same thoroughfare becoming Main St., which follow straight ahead, passing **The Auto Inn** (on left—68.9 m); continue to center of

69.3 15.7 **RICHMOND**, Main & 8th Sts.

Auto Inn, 1207 Main St., Stock Michelin Tires.

(Route No. 340, Cincinnati to Fort Wayne, leaves to the right.)

For complete running directions rest of the way to **Indianapolis**, see Route No. 258.

Route 338

Cincinnati Section

Route 338—Cincinnati, O., to Indianapolis, Ind.—112.2 m.

Route map, page 642

Reverse route, No. 231

Via Harrison and Connersville; full optional route and shorter than the route via Richmond, Ind. First 20 miles macadam; rest of the way good gravel road. After leaving Cincinnati, the road is a beautiful ride over rolling country, a great many miles running through White Water River valley.

No exits for route in this direction out of Cincinnati are satisfactory. Although we have chosen the more direct one, some tourists may find it more convenient to follow the optional exits given on Cincinnati city map, page 628.

MILEAGES
Total Intermediate

0.0	0.0	CINCINNATI , Fountain Square—Vine & 5th Sts. Go west on 5th to
0.4	0.4	Central Ave. ; turn right, follow same, shortly running onto block pavement, bear left along canal; running onto
2.5	2.1	Harrison Ave. ; turn square left with trolleys, over long iron viaduct, and right at western end. (Harrison Av. is very winding but easy to follow all the way with main trolleys.) Follow trolleys, still on Harrison Ave.—avoiding street to the left (3.2 m)—follow trolleys on winding up-grade, bearing left with same (3.6 m). Bear left into
7.8	5.3	CHEVIOT . Straight through small suburb to
7.9	0.1	Prominent right-hand street. Cincinnati Automobile Club sign in fork; turn right, follow main telephone line on direct road through small town of Dent (10.3 m), running down long winding grade, bearing sharp right across iron bridge (11.9 m), follow good macadam, cross RR. at
14.1	6.2	MIAMI STATION . Straight on, cross long iron bridge to
14.9	0.8	End of road; turn right with poles, follow main macadam over rolling country, through covered wooden bridge (18.6 m) to
18.9	4.0	3-corners; bear right on direct road, running down long grade (21.2 m), bear left to center of
22.1	3.2	HARRISON , Court House on left. Go 1 block beyond Court House and turn right away from trolley line—
22.7	0.6	Toll-gate (15c to 20c). Straight on, avoiding road to the right (23.2 m), and roads to the left (25.6 m)—follow main traveled road running past schoolhouse (26.3 m),—passing small town of New Trenton to the left (28.6 m); road is winding but direct, in sight of RR. a good part of the way, running down steep winding grade, bearing right into
32.9	10.2	CEDAR GROVE . Bear slightly left; straight through town, road is along bluffs above RR. but direct and easily followed. Cross RR. (38.4 m), re-crossing same just beyond—brickyards (on right). Go through long covered wooden bridge to
38.9	6.0	End of road; turn left and next right, around saloon; running up slight grade to center of
39.3	0.4	BROOKVILLE , Court House on right. Continue straight through town on Main St., bearing slightly left (40.0 m), running down grade on valley road, cross iron bridge

- bearing right (41.7 m) up steep grade, out of valley, passing schoolhouse (on left—43.3 m); follow main telephone line to
- 45.9 6.6 Left-hand road; turn left and next right to center of
- 46.1 0.2 **BLOOMING GROVE.** Straight through town; turn left with street and right just beyond, still with main travel; cross wooden bridge (47.3 m). Straight through small town of **Evart** (50.4 m) running down long winding grade (52.0 m & 53.8 m) to
- 54.2 8.1 End of road; turn left to next right.
- 54.6 0.4 Turn right with poles to
- 55.3 0.7 3-corners; turn left through covered wooden bridge to center of
- 57.3 2.0 **CONNERSVILLE, Central & 5th Sts.**
 Hotel McFarlan, Central Ave. & Sixth St.
 Auto Inn, 126 W. Sixth St.
 Ye Motor Shop, Stock Michelin Tires.
 Turn left, past Court House to
- 57.4 0.1 3rd St. Turn right, follow 3rd St. up sharp grade. Road is almost straight, rolling in a few places; bear sharp left and right through covered wooden bridge (60.7 m), running up long grade, past cemetery (on right—68.6 m), through covered wooden bridge (72.9 m) to center of
- 73.7 16.3 **RUSHVILLE, Court House on left.**
 Wm. E. Bowen, 306 Main St., Stock Michelin Tires.
 Turn right on farther side of Court House, 1 block; turn left with trolley for a short distance. Straight out of town, past brick school-house (on left—77.4 m & 78.9 m) past cemetery (80.5 m), running through covered wooden bridge (80.8 m) to
- 82.0 8.3 **ARLINGTON.** Straight through past church (82.7 m) to
- 85.0 3.0 **MORRISTOWN.** Continue on direct road with main telephone line straight through out of town (92.4 m). Straight on to
- 94.3 9.3 **CARROLLTON.** Continue through, past brick school-house (96.4 m) to
- 98.0 3.7 **NEW PALESTINE.** Straight on past brick schoolhouse (101.8 m & 102.6 m), cross RR. (106.9 m) to
- 107.6 9.6 **Emerson Ave.** Turn right with main travel across 2 RRs.
- 108.1 0.5 **Washington Ave.;** turn left, meeting trolley line; follow same straight on under RR. (109.4 m), cross RR. (111.5 m) to
- 112.1 4.0 **Meridian St.** Turn right 1 block to center of
- 112.2 0.1 **INDIANAPOLIS,—Soldiers' Monument.**

The Claypool Hotel.

The New Denison Hotel, Ohio & Pennsylvania Sts.

Hotel English, West side of "Circle."

Meridian Auto Co., 724 N. Meridian St.

Fox Garage, 516 N. Capitol Ave.

Indiana Auto Co., 323 Mass Ave., Stock Michelin Tires.

The Guarantee Tire & Rubber Co., 208 Illinois St., Stock Michelin Tires.

For city map, see page 461. For diverging routes, see Index map, page 507.

For through connections, see Trunk-line Index map, front of book.

Route 340

Cincinnati Section

Route 340—Cincinnati, O., to Fort Wayne, Ind.—166.8 m.

Route map, page 522

Reverse route, No. 289

Via Hamilton and Eaton, Ohio, Richmond, Winchester and Bluffton, Ind. Through somewhat rolling country on either good stone or gravel roads the entire distance.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 628.)

0.0 0.0 **CINCINNATI**, Fountain Square, postoffice on left.

For first part of this route through Hamilton (25.5 m), Eaton (53.4 m), to Richmond, Ind. (69.3 m), see Route No. 337—"Cincinnati, O., to Indianapolis, Ind."

69.3 69.3 **RICHMOND**, Main & 8th Sts.

Auto Inn, 1207 Main St., Stock Michelin Tires.

For city map, see page 480.

Leaving the Indianapolis route, turn square right on North 8th St., passing high school (on right—69.5 m); going straight across RRs. at 5-corners;

69.7 0.4 Right-hand street immediately beyond RR.; turn right around signal tower, curving left with street a short distance beyond, keeping left past flour mill (on right—69.8 m), follow direct road to small village of

73.5 3.8 **CHESTER**, fork; telephone line divides; bear left, crossing iron bridge just beyond turn; follow main road through two covered wooden bridges (77.8 m & 78.1 m); straight through **Fountain City** (78.5 m); bearing left and right across RR. (80.4 m) and right and left, re-crossing tracks (82.7 m); cross RR. again (85.1 m); continue straight through center of **Lynn** just beyond; follow main telephone line to

89.2 15.7 Prominent 4-corners; turn left with poles to first

89.5 0.3 Right-hand road; turn right, still with poles, following straight road with main travel all the way, passing cemetery (on left—92.9 m), curving left across iron bridge; bearing right to center of

94.6 5.1 **WINCHESTER**, Court House and monument on left.

Canada Garage, W. N. corner of Square.

Continue straight ahead across trolley, crossing RR. (94.7 m).

95.3 0.7 4-corners, sawmill on farther left; turn left, crossing RR., follow main travel, bearing left and right with road (95.9 m) to first

96.2 0.9 Right-hand road; turn right—leaving telephone line Road is straight north; cross RRs. (98.1 m & 102.4 m).

102.7 6.5 Prominent 4-corners, cemetery (on left), iron bridge straight ahead; turn left around cemetery, cross RR (103.3 m), jogging left and immediately right (103.9 m).

104.5 1.8 Right-hand road, RR. straight ahead; turn right, crossing long iron bridge (104.7 m) onto Main St. in

105.0 0.5 **RIDGEVILLE**. Do not go into center of town, but turn left at first prominent turn after leaving long iron bridge; cross RR. a short distance after turn; continue straight ahead on direct road.

Cincinnati Section

Route 340

- 107.2 2.2 End of road. Jog right and next left with poles all the way, passing 15-foot monument (on right—111.3 m).
- 111.4 4.2 4-corners, brick school on farther right; turn right, still with poles, jogging left and immediately right through 4-corners (112.4 m), continue straight ahead, crossing 2 RRs. and trolley in **Red Key** (115.3 m).
- 118.4 7.0 Jog right and immediately left through irregular 4-corners. Road is straight north.
- 124.9 6.5 Prominent right-hand road; turn right with telephone poles, cross iron bridge to first
- 125.1 0.2 Left-hand street; turn left, going straight through center of **Pennville** (125.3 m). Road is almost straight north all the way to Fort Wayne; passing through **Balbec** (127.8 m), curving right and left across RR. (128.2 m); through **Fiat** (129.4 m);
- 132.4 7.3 Jog left and immediately right through irregular 4-corners, passing through **Petroleum** (133.4 m) and **Reefsborg** (136.4 m).
- 141.6 9.2 End of road; turn left with main travel, curving right just beyond onto brick pavement, follow same to center of
- 142.4 0.8 **BLUFFTON**, Court House on left.
 The Bliss Hotel, Opposite Court House.
 Auto Electric Company, 219 W. Market St., **Stock Michelin Tires**.
 Continue straight through with trolley, crossing iron bridge (142.6 m) and RR. (142.8 m); pass brick school (on right—143.6 m) (trolley leaves to the left—148.1 m); continue straight ahead with telephone line, cross RR. (148.7 m), through **Ossian** (152.1 m). Jog right and immediately left (154.7 m), still with telephone line on direct road—trolley comes in (from the left—163.7 m); curve right with trolley, passing Poor Farm (on left—163.9 m).
- 164.4 22.0 End of road just after crossing iron bridge; turn left with trolley onto brick pavement on Broadway; avoid street to the right (165.4 m); bearing right with trolley (165.6 m); cross RR. (165.8 m); curving left with Broadway, to
- 166.4 2.0 **Main St.**, hospital on left; turn right, following trolley to Court House, center of
- 166.8 0.4 **FORT WAYNE**, Main & Calhoun Sts.
 Bachelor Garage, E. Columbia St.
 Bachelor Garage, E. Columbia St.
 Ft. Wayne Machine Co., 1035 Calhoun St., **Stock Michelin Tires**.
 Randall Motor Car Co., 116 W. Wayne St., **Stock Michelin Tires**.
 For city map, see page 558. For diverging routes, see Index map, page 557.
 For through connections, see Trunk-line Index map, front of book.

31

THE Warner Aero-Meter is own brother to the famous Auto-Meter widely known as "The Aristocrat of Speed Indicators." The Aero-Meter is the first Aeroplane accessory and is used by all who fly for pleasure or profit. Note the workings of this quality instrument at the next aviation meet.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 342

Cincinnati Section

Route 342—Cincinnati to Lima, O.—131.0 m.

Route map, page 654

Reverse route, No. 328

Via Dayton, Troy, Piqua, Sidney and Wapakoneta. Over level country in good gravel or stone roads practically all the way.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 628.)

0.0 0.0 **CINCINNATI**, Fountain Square, postoffice on left.

For complete running directions for first part of this route, see Route No. 331 to

53.8 19.0 **DAYTON**, Main & 3rd Sts.

Algonquin Hotel, Third & Ludlow Sts.

Hofbrau House, Fourth & Ludlow Sts.

The Geyer Sales Co., 11 W. First St.

Peckham Motor Car Co., 211 N. Main St., Stock Michelin Tires.

Gunchen & Wentz, 719 N. Main St., Stock Michelin Tires.

Hosler-Overland Sales Co., 11 E. 18th St., Stock Michelin Tires.

(For city map, see page 632.)

(For diverging routes, see Index map, page 655.)

Continue north on Main St.

54.0 0.2 **1st St.**; turn right on same, crossing RR. (54.7 m) to

54.8 0.8 **Keowee St.**; turn left with trolleys, continue straight north on direct road—avoid right-hand road where trolley branches (54.9 m); follow main trolley line across RR. (55.3 m), crossing long iron bridge (56.7 m), through **Chambersburg** (61.5 m) and **Vandalia** (63.8 m) (crossing National Road here); through **Eaglesburg** (66.4 m); straight ahead to

73.2 18.4 Prominent left-hand road just before RR.; turn left with telegraph poles, bearing right with same just after turn; cross 2 RRs. (73.6 m), curving left with street passing lumber yard (on right—73.7 m).

73.9 0.7 Main St.—meeting trolley; turn right, straight ahead to center of

74.3 0.4 **TROY**, Public Square; do not cross square; bear left to

74.6 0.3 Right-hand street just before iron bridge; turn right, bearing left and right around cemetery (75.1 m). **Caution** for sharp right and left curve under RR. (76.7 m).

77.1 2.5 End of road; turn left, follow direct road past cemetery (on left—77.2 m), following direct road across RRs. (77.4 m & 82.1 m).

82.2 5.1 End of road; turn left, running over RR. bridge just beyond turn, cross iron bridge to

82.6 0.4 End of street—meeting trolley; turn right to center of

82.8 0.2 **PIQUA**, City Hall on left.

Hotel Plaza, North side of Square.

Grosvenor & Moore, Stock Michelin Tires.

Continue straight through on Main St., keeping straight ahead where trolley bears left (83.2 m); cross iron bridge just beyond;

83.3 0.5 Fork; bear right and follow telegraph line.

83.7 0.4 Right-hand road; turn right and follow telegraph poles to

84.5 0.8 Fork; bear right across RR., still with poles, to

86.2 1.7 End of road; turn left with double line of telegraph poles.

HOTEL STEINBERG Near GarageCor. Perry and
Anglaize Streets**Wapakoneta, O.****AMERICAN PLAN, \$2.00 up**

Every Modern Convenience for the Motorist

- 87.4 1.2 4-corners; turn right with both lines of telegraph wires.
- 88.9 1.5 4-corners—telephone poles divide; turn left with 3-arm poles; caution for winding downgrade with water-bars (93.9 m); cross iron bridge (94.1 m)—keeping straight ahead through diagonal 4-corners (94.8 m), running onto brick pavement; follow same straight ahead to center of
- 95.5 6.6 **SIDNEY**, Court House on left.
E. C. Quellhoist, Court St., Stock Michelin Tires.
Continue straight north with poles, cross RR. and iron bridge over canal (95.8 m);
- 96.0 0.5 Fork; bear left with trolley, following same straight through **Anna** (103.2 m) and **Botkins** (108.2 m); trolley leaves to the left (114.2 m); bear left and right across RR. (115.0 m), same thorofare becoming Willpie St., which follow past Court House (on left—115.2 m) to end of street, center of
- 115.4 19.4 **WAPAKONETA**, Main & Willpie Sts.
Hotel Steinberg, Auglaize & Perry Sts.
R. B. Wahrer, Stock Michelin Tires.
Turn right on Main St., crossing RR. (115.5 m), going to 3rd left-hand street;
- 115.6 0.2 **Water St.**; turn left, pass City Brewery (on right); cross iron bridge, RR. and trolley (116.1 m);
- 116.6 1.0 End of road; turn right, curving left just beyond with telegraph wires, to
- 121.6 5.0 Prominent 4-corners; turn right with wires, to 4-corners just before trolley crossing on western edge of
- 123.3 1.7 **Cridersville**. Do not cross trolley; turn left and follow along same straight through **Snyder** (125.6 m); cross RR. (126.2 m).
- 126.9 3.6 4-corners—iron bridge straight ahead; turn right, passing hospital (on right—127.1 m); curving left with road, follow good winding road across RR. (129.1 m) to farther side of amusement park (on right).
- 129.5 2.6 **Kibby St.**; turn right around amusement park, jogging right and immediately left, still on Kibby St. (129.9 m) to
- 130.3 0.8 **Main St.**; turn left, following trolleys straight to center of
- 131.0 0.7 **LIMA**, Public Square, Main & Market Sts.

Lima House, East side of Square.

Hotel Norval, Main & North Sts.

Henry A. Mack Garage, 124 W. Market St.

Majestic Auto Co., E. Market St.

United Motor Toledo Co., 113 W. North St., Stock Michelin Tires.

For city map, see page 611. For diverging routes, see Index map, page 654.

For through connections, see Trunk-line Index map, front of book.

Route 344

Cincinnati Section

Route 344—Cincinnati to Toledo, Ohio—210.9 m.

Route map, page 654

Reverse route, No. 306

Via Dayton, Springfield and Kenton. Over level country on good gravel or stone roads practically all the way.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 628.)

0.0 0.0 **CINCINNATI**, Fountain Square.

For the first part of this route, see Route 331 to

78.1 78.1 **SPRINGFIELD**, Main & Limestone Sts.

Arcade Hotel.

The Auto Inn, Spring & Main Sts., Stock Michelin Tires.

Continue straight ahead on Limestone St., with trolley, crossing RR. (78.4 m), crossing trolley (79.1 m), across RR. (81.2 m), going straight through **Bowlusville** (85.5 m).

91.6 13.5 **URBANA**.

Prince Motor Car Co., E. Court St., Stock Michelin Tires.

Straight through with trolley, crossing 2 RRs. at Sanitarium (on left—92.1 m).

98.4 6.8 Irregular 4-corners; turn left with telephone line, crossing trolley (98.5 m).

99.0 0.6 End of road immediately after going downgrade; turn right with telephone poles, swinging left with road, where trolley comes in from the right (99.3 m); bear right with road, passing mill (on right—101.9 m), going straight through **West Liberty** (102.0 m).

102.2 3.2 Fork; bear left upgrade, where trolley leaves to right, past cemetery (on right—102.5 m).

102.9 0.7 Fork; bear right with telephone poles, crossing RR. (108.3 m), straight through 5-corners, where trolley comes in from the left (108.6 m).

109.6 6.7 **BELLEFONTAINE**. Park on right.

Diener Auto Co., Chillicothe & Opera Sts.

Hornberger's Garage, Opera St., Stock Michelin Tires.

Straight through with trolley (trolley leaves to left—110.3 m), going downgrade across RR. (112.6 m).

117.7 8.1 **NORTHWOOD**, irregular 4-corners; bear right, crossing iron bridge (119.2 m), turning sharp right with road (119.8 m).

120.1 2.4 Irregular 4-corners; turn left, picking up telephone poles, passing school (on right—120.8 m), crossing RR. (131.1 m & 131.6 m), same thorofare becoming Detroit St., which follow to center of

131.9 11.8 **KENTON**, Detroit & Columbus Sts. Park on right.

Kenton Auto & Electric Co., Main St., Stock Michelin Tires.

For route matter from Kenton to Toledo via Findlay, see Route 362.

CAUTION—Always use the **INDEX TO CITIES AND TOWNS**, on pages 7 to 19, in connection with **SECTION INDEX MAPS**, for locating routes to intermediate points which are not route centers.

Route 346—Cincinnati to Zanesville—156.6 m.

Via WILMINGTON, WASHINGTON COURT HOUSE and CIRCLE VILLE. Over good gravel and stone roads practically all the way.

This route is furnished by the courtesy of C. G. Neff, Cincinnati, O., and connects at Zanesville with the through route to Wheeling and Pittsburgh.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 628.)

- 0.0 0.0 **CINCINNATI**, Fountain Square. From postoffice go east on 5th St. 1 block to
- 0.1 0.1 **Sycamore St.** Turn left with trolleys to
- 0.5 0.4 **Court St.**, bridge over canal straight ahead; turn right, shortly bearing left onto Gilbert St. up long grade, passing entrance to Eden Park (1.5 m).
- 2.2 1.7 **McMillan St.**, trolley center; turn right to
- 2.8 0.6 **Woodlawn Ave.** Turn left with trolley.
- 3.1 0.3 3-corners, large stone church straight ahead;
Route 334, "Cincinnati to Chillicothe," leaves to the right.
Bear left, passing church (on right), still on Woodburn Ave., following same to
- 3.6 0.5 Prominent 5-corners; bear right on middle street (Montgomery Boul.); follow same straight ahead, avoiding all intersecting streets; cross RR. (5.7 m), bearing slightly right immediately beyond, cross RR. (6.9 m); straight through **Pleasant Ridge** (7.7 m), and **Silverton** (9.2 m); road is direct all the way to
- 12.9 9.3 **MONTGOMERY**. Continue straight through on same thorofare, following main travel on road, angling northeast; straight through **Sixteen Mile** (16.0 m). Avoid road to the left (17.2 m); following direct road to
- 23.0 10.1 **FOSTER'S CROSSING**; continue straight through on same thorofare direct to
- 30.1 7.1 **MORROW**. Straight on, passing all intersecting roads through **Clarksville** (39.3 m) to
- 39.4 9.3 Fork at foot of hill; turn left, crossing bridge (39.8 m). Avoid road to the left just beyond, following main traveled road straight ahead to center of
- 48.7 9.3 **WILMINGTON**. Continue straight ahead through 3 covered wooden bridges, passing through **Sabina** (59.4 m); through covered wooden bridge (63.0 m), over iron bridge (66.0 m), straight ahead to
- 70.4 21.7 **WASHINGTON COURT HOUSE**.
C. A. Gossard Automobile Co., Stock Michelin Tires.
Continue straight through on E. Court St.
- 71.1 0.7 Fork; bear right, cross iron bridge (72.2 m) and RR. (76.9 m); keeping left just beyond across iron bridge;

Hopkins ELECTRIC Speedometer
"No Flexible Shaft"
and
The Electrodrometer

Accurate to the fraction the year 'round.

See page facing front cover

The perfected 1000 mile trip odometer.
Portable as a watch.

Route 348

Cincinnati Section

- cross RRs. (77.3 m & 78.4 m); through covered wooden bridge (79.2 m); straight through **New Holland** (80.6 m); cross RR. a short distance beyond to
- 88.2 17.1 **WILLIAMSPORT.** Continue straight through on same thorofare to center of
- 97.7 9.5 **CIRCLEVILLE.**
(At this point intersect route 365, Chillicothe to Columbus.) Continue straight through town, following the main pike past **Pickaway County Infirmary** (on right—102.0 m); straight through **Amanda** (109.0 m).
- 110.2 12.5 End of road; turn left on direct road to
- 118.5 8.3 **LANCASTER.**
The Anderson Auto Co., 132 S. Columbus St., Stock Michelin Tires.
Straight through, following same thorofare to
- 122.3 3.8 Prominent fork; bear left on direct road, straight through **Rushville** (127.7 m), pass through covered wooden bridge (128.2 m); and through **Somerset** (136.4 m). At (140.0 m) road is poor for a few miles. Straight through **Fultonham** (145.8 m) and **White Cottage** (148.8 m); follow main travel straight ahead, running over concrete "Y" bridge straight ahead to center of
- 156.6 34.3 **ZANESVILLE, Main & 4th Sts.**
Clarendon Hotel, Main & Fourth Sts. Hotel Rogge.
Price Implement Co., 16 S. Sixth St.
C. A. Fritz, 19 N. 6th St., Stock Michelin Tires.
For diverging routes, see Graphic Index map, page 655.

Route 348—Cincinnati, O., to Lexington, Ky.—88.2 m.

Route map, page 655

Reverse route, No. 723

Via Williamstown and Georgetown, over rolling country on macadam practically all the way. Toll-road most of the distance. CAUTION should be used on railroad crossings which are numerous, with the view obstructed on most of them.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 628.)

- 0.0 0.0 **CINCINNATI, Fountain Square, 5th & Walnut Sts.**
Go south on Walnut St. for 3 blocks, jogging right and immediately left (0.4 m), running onto long iron bridge over Ohio River—toll 15c; leaving bridge go 3 blocks to City Hall,
- 1.0 1.0 **COVINGTON, KY.**
Acme Automobile Co., Inc., 410 Madison Ave., Stock Michelin Tires.
Continue straight ahead one block to
- 1.1 0.1 **4th St.**; turn right for 2 blocks to
- 1.2 0.1 **Madison Ave.**; turn left to diagonal right hand street,
- 1.4 0.2 **Pike St.**; turn right and follow direct road across RR. (1.5 m), running up-grade;
- 2.3 0.9 Fork in middle of hill—trolleys leave to the left; keep straight ahead—tollgate (3.9 m—21c). Cross RR. at **Erlanger** (8.8 m). Tollgate (9.0 m—15c). Go straight through **Florence** (10.8 m). Tollgate (13.2 m—15c). Cross RR. (16.9 m).
- 19.6 17.3 **Sharp right turn across RR. overhead; (tollgate—15c).**



PHOENIX HOTEL, J. M. SKAIN Manager

MOTORISTS' OFFICIAL HEADQUARTERS
1 Block from Court House—Garage same Block **Lexington, Ky.**

New Fireproof Structure — European Plan

300 Rooms = = = = = \$1.00 and Up

Independent Phone 994

Res. Phone 1235 X

East Tenn. Phone
891

C. Ora Updike

210-212 East Main Street

One Block East Phoenix Hotel

LEXINGTON, KENTUCKY

Garage & Repair Shop

Charging Plant for
Storage Batteries

Tires and Supplies

Continue on direct road, crossing RR. (20.3 m), and again at **Walton** (20.9 m).

21.9 2.3 **Sharp left turn** across RR. overhead—tollgate (22.2 m—15c). **Caution** for sharp right across RR. (25.9 m), and again for sharp left just beyond. Recross RRs. (26.3 m & 26.8 m). Leave ticket at tollgate (27.1 m); cross bridge over RR. into

27.6 5.7 **CRITTENDEN.** Continue on direct road, crossing RR. (28.7 m); turn right just beyond. Recross RR. (29.3 m) and turn left, crossing RRs. (30.3 m, 30.7 m, 32.6 m, 33.1 m, 33.3 m & 35.2 m). Straight through **Dry Ridge** (36.3 m), crossing RR. (36.6 m); bear right with road direct

39.6 12.0 **WILLIAMSTOWN.** Continue straight ahead, crossing RR. (40.2 m), keeping left at fork just beyond. Cross bridge over RR. (42.2 m).

42.6 3.0 Fork; bear right, running over RR. bridge just beyond. Cross RRs (46.6 m & 46.9 m); running over RR. bridge (47.8 m, 48.8 m & 49.2 m), passing **Blanchett Station** (49.6 m). Cross another RR. bridge (51.0 m).

52.0 9.4 **CORINTH.** Continue on direct road.

52.3 0.3 Fork; turn right, passing stone wall (on left after turn). Through covered wooden bridges at (53.0 m, 53.6 m, 56.1 m & 56.3 m). Avoid road to right (57.6 m); running through more covered bridges (58.7 m & 60.4 m). Avoid road to left (62.1 m) and road on right (62.4 m); continuing on direct road, running through covered bridges 74.0 m & 75.1 m), crossing RR. (75.4 m) into

75.8 23.5 **GEORGETOWN.**

Meeting trolley, follow same straight out of town, crossing RR. (77.0 m), through covered bridge (78.8 m), over RR. bridge (81.8 m). Cross RRs. (87.3 m & 87.4 m), entering city on Georgetown St., which follow to end at

87.7 11.9 Main St.; turn left to center of

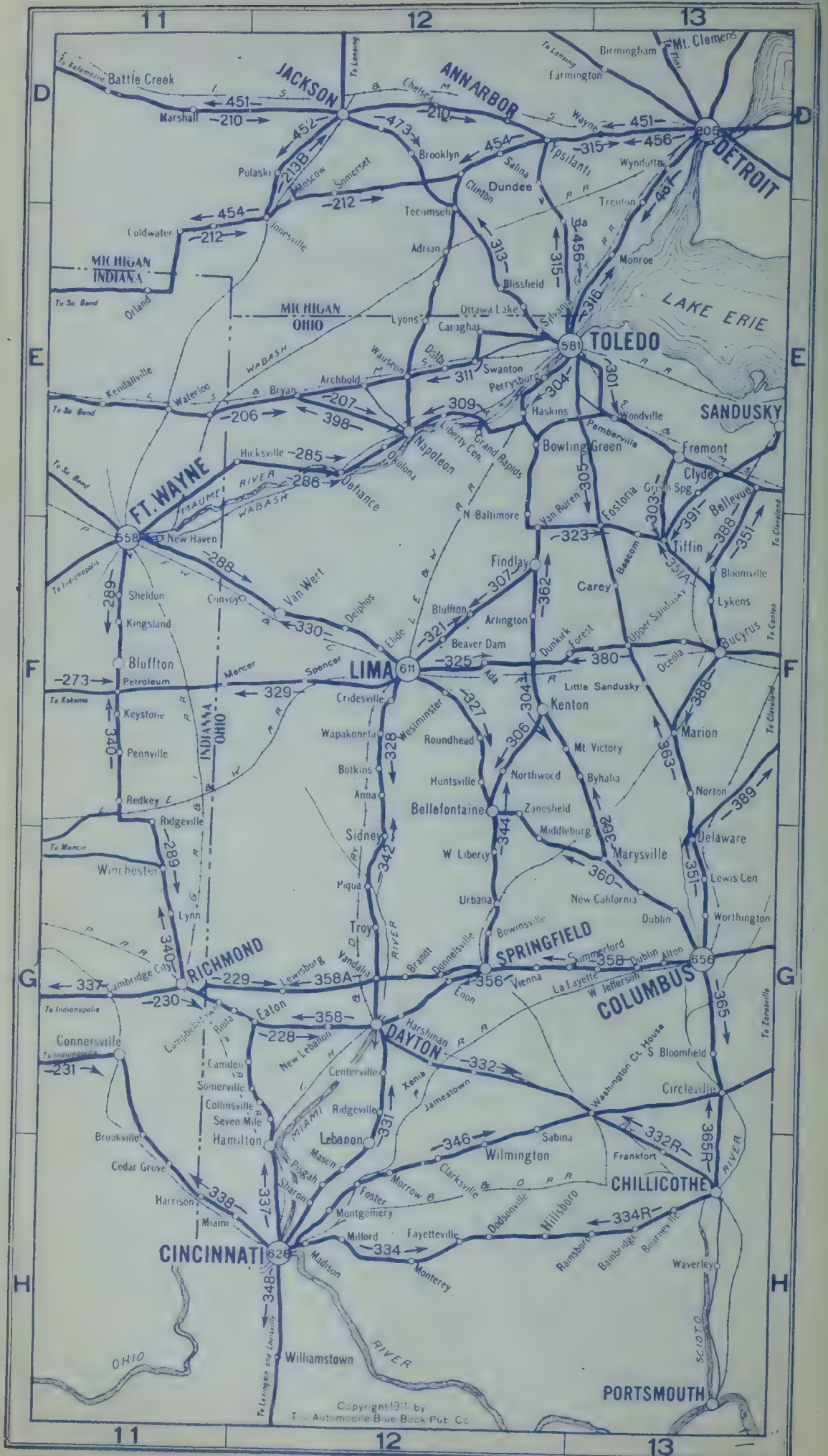
88.2 0.5 **LEXINGTON**—Court House on left.

Phoenix Hotel Co. Updike Garage.

Thomas B. Dewhurst, Main St., Stock Michelin Tires.

For city map, see page 1065. For diverging routes, see Index map, back of book.

Eastern Ohio Index Map



The numbers on routes refer to corresponding route numbers shown at top of page. Numbers in circles refer to page number of city map.

[illegible]

The numbers on routes refer to corresponding route numbers shown at top of page. Numbers in circles refer to page number of city map.

HOTEL HARTMAN

COR. MAIN AND FOURTH STREETS, COLUMBUS, OHIO

MOTORISTS OFFICIAL HEADQUARTERS

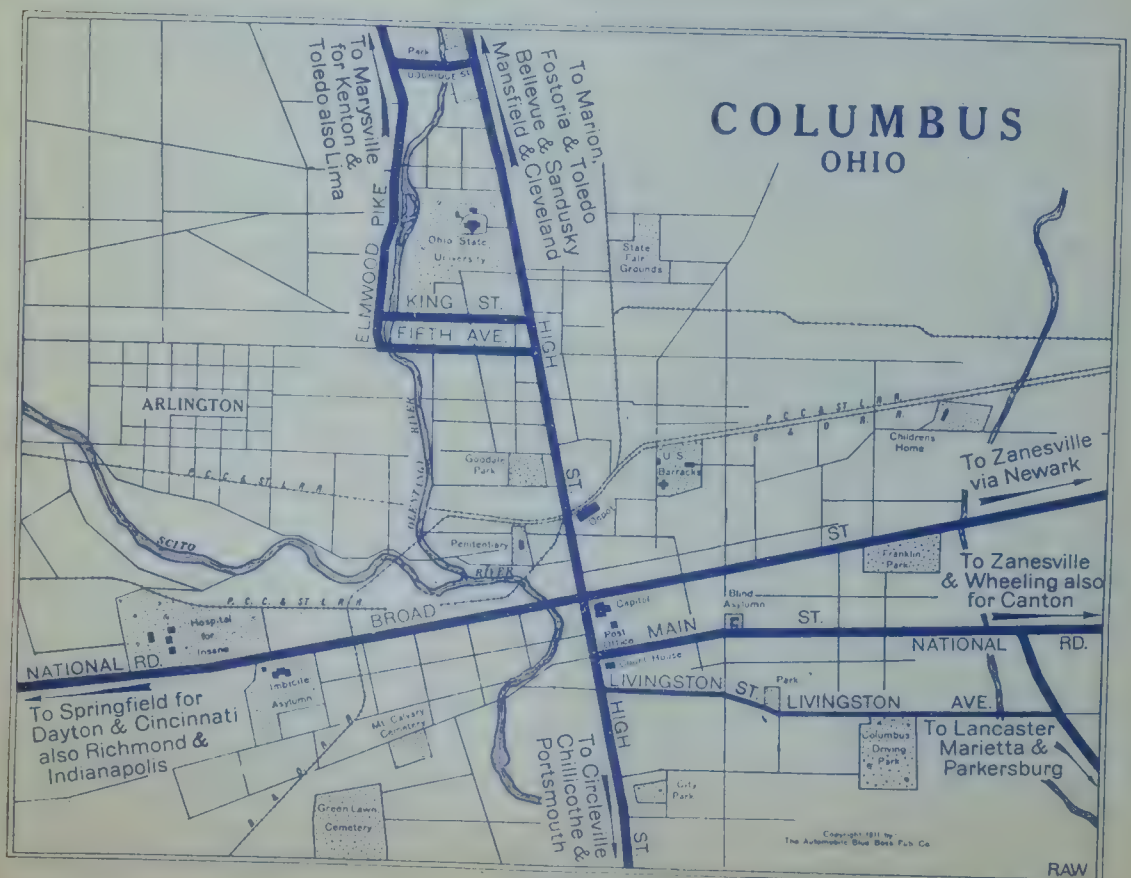


Rates \$1.50 Per Day and Upward

EUROPEAN PLAN

New, modern and complete in its equipment. All rooms provided with lavatory, toilet, telephone, etc. The Restaurant with its superb appointments, superior cooking and service, together with the moderate tariff is indeed unusual. A visit will convince. Enjoys the best Tourist patronage. Central location, close to theatrical and shopping district.

J. A. HADLEY
MANAGER



COLUMBUS SECTION**ROUTES 351 TO 370.**

Route Center—The intersection of Broad and High Sts. has been taken as the starting point for all routes out of Columbus, as it is not only the heart of the city but the State Capitol building on the southeast corner makes it most easily identified.

Points of Interest—Columbus, the Capital of Ohio, is also one of the principal manufacturing cities of the Middle West and claims a number of its industries to be the largest of the kind in the world; principal of these is the Jeffery Mfg. Co., Kilbourn-Jacobs Mfg. Co., Wolf Bros. Shoe Co., M. C. Lilley Co., Columbus Buggy Co. The site of Columbus was originally occupied by the Wyandot Indians and what is now known as West Columbus in earlier days was Franklinton, at one time the site of a thriving Indian village. Columbus was chosen as the site of the State Capitol in 1816. Up to that time the legislature convened first at Chillicothe and later in Zanesville. The city is rated as one of the wealthiest in the United States and a trip through some of the residential sections is very enjoyable as the homes are not only attractive, but the streets are kept up exceptionally well. In addition to the State Capitol building there is the Government building opposite the buildings of the State University and the Insane Asylum, one of the largest in the country. The Government maintains a military post locally known as "The Barracks."

THE SOUTHERN

Leading Hotel of

Columbus, Ohio

Modern

Fireproof

European
Plan

300 Rooms

150 Rooms
en suite with
private bathMetropoli-
tan
CuisineThe
Home
of the
Automo-
bilist**Stanwix Hall, Albany, New York**

Under Same Management

HOLLERAN & MacNAMEE

STORAGE RITTER & BORST SUPPLIES
REPAIRS GARAGE LIVERY

35-37-39 W. MOUND STREET COLUMBUS, OHIO
 1 Block South of Southern Hotel

Route 351—Columbus to Cleveland, Ohio—170.9 m.

Route map, page 655

Reverse route, No. 388

Via Marion, Bucyrus, Bellevue, Norwalk and Elyria. Mostly level country with good pike over half the way, the balance being good dirt with some clay stretches.

For the latter part of this route a good option is available, by going straight north from Bellevue to Castalia, and then to Sandusky, where Route No. 302, Toledo to Cleveland, may be followed through Huron and Lorain.

Descriptive Outline—Leaving the city on North High St., route is straight north through numerous smaller towns into Delaware, county seat of Delaware County. Here the Ohio Wesleyan University is located. On Williams St., one block from the postoffice, Rutherford B. Hayes, the 19th President of the United States, was born. The well-known Delaware grape was first discovered growing on the banks of the Scioto in about 1850. The most interesting object in Marion is the Soldiers' Memorial Chapel, dedicated August, 1888. During the year of 1812 a great many roads from the south were opened through the country on the way to Lake Erie and what is now Greens Camp Township was used by the troops under Gen. Green as an encampment at Rocky Point. Bucyrus, county seat of Crawford County, is peculiar in that the northern part of the city is on the watershed of the St. Lawrence and the watershed of the Gulf of Mexico. It boasts of very extensive industries. The American Clay Machinery Co. is said to be the largest of the kind in the world in the manufacture of machinery for producing all sorts of clay products. Bucyrus Copper Kettle factories and the Roehr Company, producers of fine interior woodwork. There are also extensive industries in the manufacture of steel and iron products. After leaving Bellevue see Route No. 301 for points of interest into Cleveland.

MILEAGES

Total Intermediate

(For city map, see page 656.)

0.0	0.0	COLUMBUS , High & Broad Sts.
		From State Capitol (on right) go north on High St., passing Union Station (on right—0.5 m); follow trolleys straight ahead through Worthington (8.7 m) and Glenmary Park (11.6 m); pass Lewis Center station (16.7 m);
21.0	21.0	Bear left across iron bridge and immediately right, following trolley past car-barns (on right); continue straight ahead passing cemetery (on left—23.4 m); cross RR. (23.8 m) to center of
24.3	3.3	DELAWARE . Court House on left. Delaware Auto Car Co., 19 N. Union St., Stock Michelin Tires.
		Continue straight through on Main St., running under RR. (25.3 m) through small village of Norton (33.7 m)
35.1	10.8	Fork; bear left, same thoroughfare becoming Main St., which follow with trolleys, to Court House, center of
44.9	9.8	MARION , Main and Center Sts. Pilgrim Inn, Next to Court House. Cadillac Garage, 215 S. Main St. Charles Hoyles, Stock Michelin Tires.
		Continue straight north on Main St., crossing RRs. (45.0 m and 46.9 m) to
47.1	2.2	Fork; bear right with trolley, following same over numerous bridges—trolleys leave (to the left 58.9 m); keep straight ahead to center of
62.9	15.8	BUCYRUS . Public Square. Deal House. Elberson Hotel, South side of Square. H. A. Paxton, 310 S. Sandusky Ave., Stock Michelin Tires. For diverging routes, see Index map, page 655.
63.2	0.3	Continue on straight road, cross RR. (63.0 m) to Left-hand street immediately beyond iron bridge; turn left to first

THE ELBERSON HOTEL

—BUCYRUS, OHIO—

European and American Plans and Paxton Fire-Proof Garage

- 63.4 0.2 Right-hand road; turn right, crossing RR. (65.2 m)
 69.2 5.8 End of road, turn left to first
 69.4 0.2 Four-corners—(road straight ahead leads to Tiffin); turn square right, crossing iron bridge (69.6 m)
 70.4 1.0 Jog left and immediately right through irregular 4-corners at **Brokensward**; cross RRs. at **Lykens** (station on right—73.9 m); continue straight ahead through town,
 76.4 6.0 End of road; jog left and immediately right through irregular 4-corners; continue straight ahead through **Bloomville** (80.6 m), crossing RRs. (80.9 m & 81.3 m), running under RR. (85.0 m); cross iron bridge just beyond, keeping straight ahead.
 85.6 9.2 Diagonal cross-road just east of **Republic**; turn right, leaving telegraph poles;
 89.3 3.7 Fork immediately beyond iron bridge, blacksmith shop (on right)—avoid all diagonal cross-roads; continue straight ahead on direct road, cross RRs. (98.2 m & 99.2 m), same thorofare becoming Kilbourne St., which follow, running onto Main St. to center of
 99.5 10.2 **BELLEVUE**, 5-corners, stone foundation on right.

Hotel Bourdette, Kilbourne St.

Bellevue Garage, W. Main St.

J. J. Duerr, 122 N. West St., **Stock Michelin Tires.**

For complete running directions rest of the way to

Cleveland, see Route No. 301.

Route 351-A—Bucyrus to Fremont, Ohio—45.5 m.

Route map, page 655

Reverse route, No. 303

This is a short connection through Tiffin. Mostly all good macadam road.

MILEAGES
Total Intermediate

- 0.0 0.0 **BUCYRUS**, Public Square. From Court House (on right) go due north, crossing RR. (0.1).
 0.3 0.3 Left-hand road immediately after crossing iron bridge; turn left.
 0.5 0.2 First right-hand road; turn right with main travel, passing 2 cemeteries (0.6 m), crossing RR. (1.3 m).
 6.1 5.6 End of road; turn left.
 6.3 0.2 4-corners; red brick school-house on farther left; turn right with macadam, jogging left and immediately right with road (7.3 m), crossing RR. at **Lykens Station** (10.7 m), jogging left and immediately right with road (13.1 m). **Caution not to pass**
 14.1 7.8 4-corners (road straight ahead leads to **Bellevue**); turn left, passing red brick school-house (on right—16.1 m), jogging right and immediately left with road (17.1 m).
 18.6 4.5 End of road; bear right, swinging left with road, cross-

Route 352

Columbus Section

- ing bridge and going upgrade into **Melmore** (19.7 m), bearing left at fork immediately beyond.
- 20.1 1.5 Fork; red brick school-house on right; bear left.
- 21.7 1.6 End of road; bear right with main travel.
- 22.4 0.7 Fork; house in center; bear left with main travel, picking up trolley from the right (25.7 m), follow same straight ahead onto Washington St., to first 4-corners after passing Court House in
- 27.0 4.6 **TIFFIN**, Washington & Perry Sts.
Standard Garage, 12 E. Perry St.
H. P. Klaiss, 145 E. Market St., **Stock Michelin Tires**.
Turn left with one set of trolleys onto Perry St., crossing long iron bridge (27.2 m) and RR. (27.4 m).
- 27.5 0.5 **Sandusky St.**; turn right with trolley, going over RR. bridge (27.8 m), through 6-corners, with trolley (28.3 m), straight ahead where trolley leaves to the right (28.7 m), through 4-corners at **Fort Seneca**—Post Office, crossing RR. (35.9 m).
- 36.1 8.6 First right-hand road after crossing RR.; turn right.
- 36.9 0.8 **NEWTON**. End of road; turn right, crossing RR.
- 37.0 0.1 First left-hand road; turn left on winding but direct road.
- 38.0 1.0 4-corners; school house on the near left; turn left, crossing RR. (38.3 m), going through covered wooden bridge (43.8 m).
- 43.9 5.9 End of road; turn right, picking up trolleys.
- 44.8 0.9 Fork; bear left, leaving trolleys, going up slight grade, crossing RR. (45.1 m), same thorofare becoming Park St., which follow to the center of
- 45.5 0.7 **FREMONT**, State & Park Sts.
The Fremont, State & Park.
Palace Garage, 614 State St., **Stock Michelin Tires**.
(For Toledo, see Route No. 395.)

Route 352—Columbus to Cleveland, Ohio—157.1 m.

Route map, page 655

Reverse route, No. 389

Via Delaware, Galion, Mansfield and Ashland. Short line between these two towns but it is not recommended in wet weather.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 656.)

- 0.0 0.0 **COLUMBUS**, High & Broad Sts.
From State Capitol (on right) go north on High St., passing Union Station (on right—0.5 m); follow trolleys straight ahead through **Worthington** (8.7 m) and **Glenmary Park** (11.6 m), pass **Lewis Center** station (on left—16.7 m).
- 21.0 21.0 Bear left across iron bridge and immediately right, following trolley past car-barns (on right); continue straight ahead, passing cemetery (on left—23.4 m), cross RR. (23.8 m), same thorofare becoming Sandusky St.,
- 24.2 3.2 **DELAWARE**, Sandusky & Winter Sts. Hotel on right.
Delaware Auto Car Co., 19 N. Union St., **Stock Michelin Tires**.

- Turn right onto Winter St., with one line of trolley; follow same across RR. and bridge (24.4 m).
- 24.7 0.5 Left-hand road immediately before RR. crossing; turn left with trolley, passing pond (on right—25.4 m).
- 25.5 0.8 Left-hand branch road; bear left with telephone poles, leaving trolley, avoiding angling road to the right at cemetery and school-house (27.5 m), swinging right with road along bank of river (31.3 m).
- 31.5 6.0 Fork; bear right away from bank of river with telephone poles, avoid angling road to the right leading to **Ashley** (33.7 m), straight through **Westfield** (35.7 m), straight ahead on winding road, picking up brick pavement (42.0 m), crossing RR., passing park (on right), straight through **Cardington** (42.4 m).
- 42.8 11.3 Fork just beyond iron bridge; bear left with telephone poles, swinging right with road (44.1 m) and going through covered wooden bridge (44.3 m), crossing RR. (45.8 m).
- 46.1 3.3 4-corners; church and cemetery on far left; turn left onto good stone road, straight through **Mt. Gilead** (48.3 m), swinging right and immediately left with road (54.4 m); macadam ends (55.9 m), straight ahead, crossing RR. (56.3 m), going up sharp grade just beyond, picking up macadam (58.4 m), crossing RR. (60.0 m).
- 61.0 14.9 4-corners; meeting trolley, turn right, picking up trolley (left leads to **Bucyrus**); follow trolley.
- 61.6 0.6 **GALION.**
Galion Motor Car Co., 508 E. Main St., **Stock Michelin Tires.**
 Straight through with trolley across RR., where trolley leaves to the left (61.9 m).
- 62.2 0.6 4-corners; turn left immediately, passing big red brick school-house and pond (on right).
- 62.4 0.2 Right-hand road immediately beyond iron bridge; turn right, swinging left with road (63.0 m); macadam ends (65.2 m), picking up cinder road (66.2 m).
- 66.8 4.4 End of road; turn sharp right immediately, going under 2 RRs.
- 66.9 0.1 Left-hand road immediately after going under 2 RRs.; turn sharp left, crossing RR. (67.3 m), going straight through **Ontario** (69.9 m), picking up macadam road (70.5 m), crossing RR. (71.9 m); macadam ends (73.7 m). **Caution** for dangerous RR. crossing (74.4 m), picking up trolley (75.2 m).
- 76.5 9.6 **MANSFIELD**, Public Square.
Southern Hotel, South side of park.
Ideal Garage & Supply Co., **Stock Michelin Tires.**
 For city map, see page 619. For diverging routes, see page 655.
 Turn left with trolley.
- 76.7 0.2 Right-hand street; turn right with one branch of trolley, crossing RR. (77.1 m). Trolley leaves to the left (77.2 m).

Ashland Auto Garage

Motorists Official
Headquarters

East Main Street, ASHLAND, OHIO

Fireproof Storage, Accessories, Machine Work. Telephone
379—if in trouble call us. MARSHALL & PETERS.

- 77.4 0.7 End of road; bear left. **Caution** for long winding down-grade (78.2 m). Avoid angling road to the right (80.3 m), swing left with road (81.2 m), cross trolley (81.8 m), running up short, steep hill (82.4 m), cross RR. (83.7 m). **Caution** for dangerous RR. crossing (84.6 m).
- 84.9 7.5 5-corners; bear left, passing water tower (on left—89.2 m), avoiding angling road to the right (89.4 m).
- 89.9 5.0 End of road, meeting trolley; turn right with trolley.
- 90.0 0.1 **ASHLAND**. Straight through.
Ashland Auto Garage, E. Main St.
J. B. Richards, Union St., Stock Michelin Tires.
- 90.2 0.2 Fork of 3 roads; turn sharp left, leaving trolley, crossing RR., going under RR., crossing RR. again (90.4 m).
- 90.8 0.6 End of road; turn right, crossing trolley (91.7 m), swinging left with road (91.9 m), picking up trolley from the left (92.1 m), swinging sharp right with road across trolley (92.5 m).
- 92.8 2.0 End of road; turn right, swinging sharp left with road (92.9 m). Avoid angling road to the right (93.0 m).
- 94.0 1.2 End of road; bear left, crossing trolley (94.2 m).
- 94.5 0.5 **MANKIN**, 4-corners. Post Office on far right. Turn right, passing cemetery (94.7 m), crossing trolley (95.3 m) and RR. (95.5 m).
- 96.4 1.9 4-corners 1 mile beyond RR. crossing; turn left with telephone poles.
- 96.9 0.5 Right-hand road; school-house on far right; turn right.
- 98.3 1.4 4-corners; turn left with telephone poles, going straight through **Polk** (99.3 m), cross RR. and trolley (99.7 m), bearing right through 5-corners (102.6 m), straight through **Sullivan** (105.0 m), crossing RR. (105.4 m) and again at **Huntington Station** (109.1 m), straight through **Huntington** (109.9 m), picking up macadam road (111.7 m), crossing RR. (113.6 m).
- 114.4 16.1 **WELLINGTON**. Straight through Public Square, picking up trolley, going across RR. (114.5 m).
- 116.4 2.0 Bear left immediately, crossing iron bridge; avoid angling road to the right (118.4 m), straight ahead with trolley, crossing RR. (122.2 m).
- 122.6 6.2 **OBERLIN**, Main & College Sts. Park on far left.
Oberlin Machine & Garage Co., 93 S. Main St., Stock Michelin Tires.
For city map, see page 584.
For complete running directions rest of the way to Cleveland, see Route No. 301.

Automobile
Headquarters**CLARENDON HOTEL**

On the Pike—Main and 4th Streets

ZANESVILLE, OHIO

Every Convenience for the Tourist

**THE PRICE
GARAGE**47 by 132
3 FloorsBrick and
ConcreteEvery possible accommodation
for motorists. Supplies and fully
equipped machine shop for repairs

16-26 South Sixth Street

ZANESVILLE, OHIO**Route 353—Columbus to Wheeling, W. Va.—128.1 m.**

Route map, page 664

Reverse route, No. 753

During the summer of 1910 the National Highway has received a great deal of attention, and will be the best road between these two points, through rolling country with beautiful scenery. Caution should be used for several long, winding hills.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 656.)

0.0 0.0 **COLUMBUS**, Broad & High Sts.

From State Capitol (on right) go east on Broad St., cross RR. (2.5 m), iron bridge (2.6 m), keeping straight ahead through long parkway, crossing RR. (5.2 m) and long iron bridge (7.2 m).

10.1 10.1 End of road; turn right immediately, crossing iron bridge, keep straight ahead to end of road at

12.1 2.0 **REYNOLDSVILLE**. Turn left on National Road, following trolley and telegraph poles across several stone and iron bridges, through **Etna** (16.5 m), **Kirkville** (23.1 m), through covered wooden bridge (23.4 m), cross RR. (26.9 m) to

29.1 17.0 **HEBRON**. Trolley ends (1909). Continue straight ahead through covered wooden bridge (30.1 m), cross RR. (31.9 m), still with main traveled road through **Jacktown** (33.1 m).

35.5 6.4 3-corners immediately after crossing stone bridge; bear right with poles through **Linnville** (37.1 m), **Brownsville** (41.8 m), **Gratiot** (44.1 m), **Hopewell** (46.6 m) and **Mt.**

Zanesville's
Best**HOTEL ROGGE**American Plan
\$2.50 to \$4.00

A high-class ladies' and gentlemen's cafe in connection for tourists stopping for meals only.

Centrally Located Close to Garage

NOTICE—Mr. Rogge is a motorist—he knows!

Sterling (47.6 m). After running under RR. (54.7 m), keep straight ahead on Main St., bearing right across famous "Y" bridge over Muskingum River, crossing RR. to Court House, center of

55.7 20.2 **ZANESVILLE**, Main & 4th Sts.

Clarendon Hotel, Main & Fourth Sts.

Hotel Rogge.

Price Implement Co., 16 S. Sixth St.

C. A. Fritz, 19 N. 6th St., **Stock Michelin Tires**.For diverging routes, see **Index map**, page 655.

Straight through, jogging left and immediately right with trolley (55.8 m); trolley ends (56.7 m), cross 2 RRs. (57.1 m), going up long winding grade (57.5 m), jogging left across small bridge and immediately right (62.5 m), going through covered wooden bridge (64.6 m). **Caution** for dangerous RR. crossing (66.4 m), straight through **Norwich** (67.6 m), straight through **New Concord**. Post Office and bank on left (70.8 m).

72.6 16.9 Fork; bear right with telephone poles.

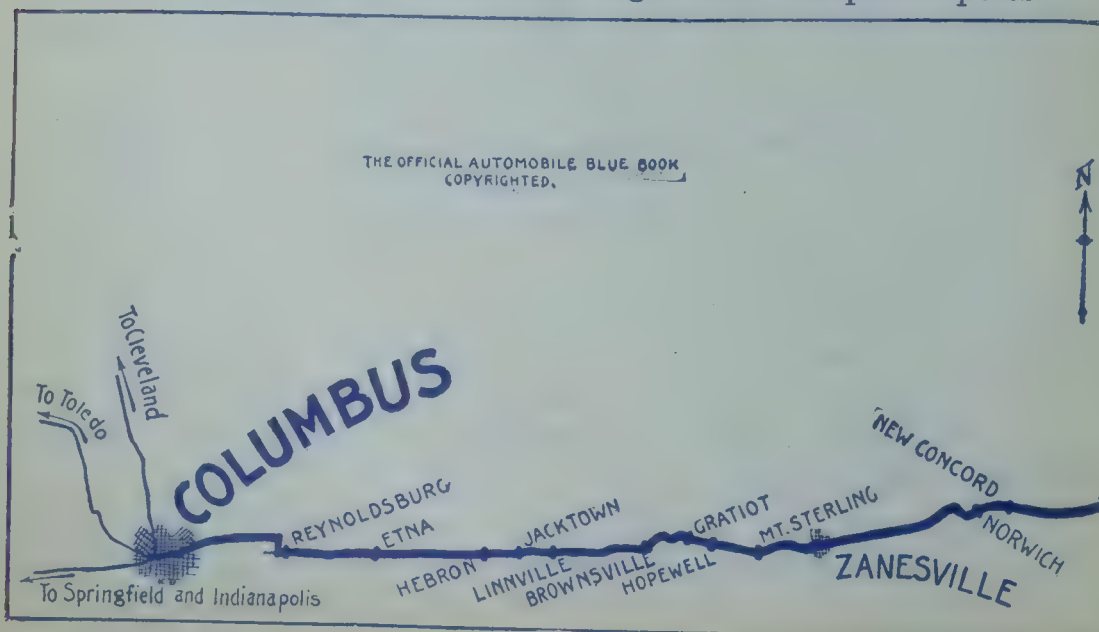
76.6 4.0 **Toll gate** (toll 25c); cross RR. (77.5 m), going up long winding grade (78.0 m), jog left and immediately right, straight through 4-corners (78.6 m), through covered wooden bridge (78.7 m), cross RR. at station (78.8 m).

78.9 2.3 Diagonal 4-corners; turn right.

79.1 0.2 **CAMBRIDGE**. Court House on left.The Cambridge Motor & Storage Co., **Stock Michelin Tires**.

Straight through, avoiding road to the left (79.5 m), avoid road to the right (81.4 m), going downgrade, avoiding road to the left at school-house (83.3 m).

84.8 5.7 Right-hand road; turn right with telephone poles

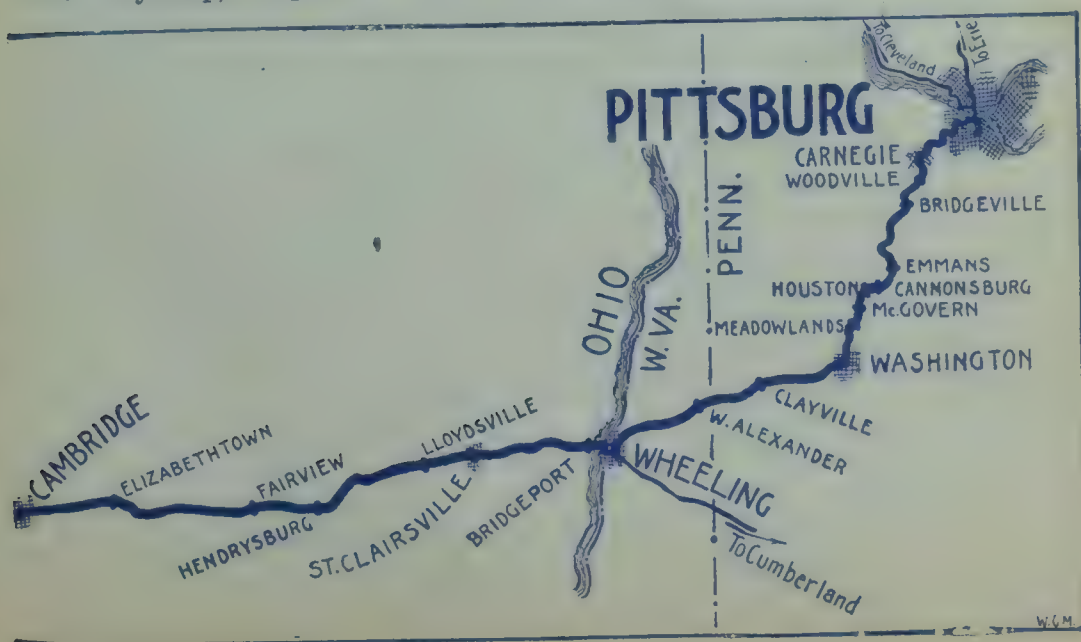


Columbus Section

Route 353

- 86.3 1.5 **Toll gate** (toll 25c); straight through **Washington** (87.5 m), jog left across small wooden bridge and immediately right just beyond (91.3 m), straight through **Elizabethtown** (93.5 m).
- 94.2 7.9 **Toll gate** (toll 25c); turn sharp right with road (96.5 m), sharp left with road (97.6 m), going up long winding grade (98.9 m), straight through **Fairview** (99.1 m), **Hendricksburg** (102.5 m).
- 103.1 8.9 **Toll gate**; return check purchased at last gate, going down long winding grade (104.7 m), and up long winding grade (106.1 m).
- 106.7 3.6 **Toll gate** (toll 23c); straight through **Morristown** (108.2 m), **Loydsville** (112.0 m). Avoid road to the left (112.4 m), up long, winding grade (112.9 m).
- 115.7 1.0 **Toll gate** (toll 25c); straight through downgrade into **St. Clairsville** (170.2 m), upgrade out of town (117.4 m).
- 118.3 2.6 **Toll gate**; return ticket purchased at last gate. **Caution** for long, winding downgrade (120.8 m), crossing RR., where trolley comes in from the left (122.1 m).
- 125.5 7.2 **Toll gate** (toll 20c); follow straight ahead with trolleys, running onto brick pavement (126.0 m), same thorofare becoming Main St.
- 126.9 1.4 **BRIDGEPORT**. Turn left onto Lincoln Ave., and immediately right onto Bridge St., with trolley, crossing long iron toll bridge (toll 5c); trolley leaves to the right (127.4 m), straight ahead on Zane St., swinging left across long iron toll bridge (127.6 m—toll 5c), same thorofare becoming 10th St.
- 127.9 1.0 **Market St.**; turn right with trolley; follow same to center of
- 128.1 0.2 **WHEELING**, Market & 12th Sts.

The Hearne Motor Co., Fifteenth and McColloch Streets, **Stock Michelin Tires**.
For city map, see page 1068. For diverging routes, see **Index map**, page 655.



THE WARDEN HOTEL

Newark, Ohio

THE LEADING HOTEL IN THE CITY
AUTOMOBILE HEADQUARTERS
LOCATED ON THE PUBLIC SQUARE
RUNNING WATER IN ALL ROOMS

Rates, \$2.50 to \$4.00

F. G. WARDEN, Prop.

THEO. WEIFFENBACH, Mgr.

Route 353-A—Columbus to Zanesville—60.2 m.

Route map, page 655

Reverse route, No. 753A

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 656.)

0.0	0.0	COLUMBUS , High & Broad Sts.
		Start east on Broad St., pass capitol building (on right), cross RR. (2.5 m); straight on jogging right and left around small square (3.3 m), picking up telephone line and following same across RR. (5.1 m), pass brick school houses (5.3 m & 7.5 m), pass church (7.7 m), to
9.8	9.8	End of road; jog right across iron bridge and immediately left following good macadam to its end.
13.1	3.3	Straight on with telephone line, pass brick school (14.4 m), jogging left across RR., and then right; straight through Columbia Center (16.1 m), passing Pataskala about ½ mile to the right—(17.1 m); small ford through creek. Follow telephone line straight through diagonal 4-corners, pass brick school (20.0 m), bearing right through irregular 4-corners just beyond to
22.0	8.9	End of road; jog left and immediately right through irregular 4-corners, pass brick school (on left 23.2 m), pass another brick school (24.3 m), running down grade (25.0 m), bearing left across iron bridge and RR. (26.2 m), and then right up grade to first
26.4	4.4	Left-hand street; turn left to
26.6	0.2	Main St. —Denison College buildings straight ahead; turn right on Main St., to center of
26.8	0.2	GRANVILLE. Straight through with trolleys, pass wooden schoolhouse (on right—28.4 m), (trolleys leave to right 28.9 m), bear left (30.1 m), passing brick school (31.0 m), shortly running onto Granville St.; follow same
33.2	6.4	North 5th St. —brick church on left; turn right to
33.4	0.2	Main St. , turn left to center of
33.6	0.2	NEWARK , Court House Square.

Warden Hotel, East side of Court House.

Denis White, Stock Michelin Tires.

Jog right and next left half way around square; continue east on Main St. with trolleys, cross RR. and iron bridge (33.9 m), cross RR. (34.1 m); turn left across trolley and away from same (37.0 m), follow telephone line

Columbus Section

Route 355

- running along RR. a short distance, bear right with telephone poles away from RR. (39.2 m)—avoid right-hand road (39.6 m)—picking up trolleys (40.3 m),—same leaving to the right $\frac{1}{2}$ mile beyond; cross iron bridge (41.6 m)
- 41.7 8.1 **HANOVER.** Turn right, and immediately left, running up long grade,—avoid road to the left—across RR. tracks,—bear right with telephone poles, pass cemetery and school houses (43.5 m),—avoid left-hand road just beyond; pass schoolhouse (on right 44.1 m) to
- 45.8 4.1 End of road; turn left, pass schoolhouse (46.0 m), follow telephone line over rolling country; cross
- 48.1 2.3 **NASHPORT.** Straight through, pass school
- 49.0 0.9 **IRVILLE.** Straight through to
- 49.2 0.2 Fork; turn right, pass cemetery (on left), follow telephone poles to
- 50.0 0.8 Right-hand road; turn right on winding road over rolling country—avoid all intersecting roads; follow telephone line across iron bridge (52.0 m)—(telephone line leaves—54.9 m); bear left and then right down heavy grade, across iron bridge (55.5 m); bear right with road (55.7 m), jogging right and then left along trolley (56.4 m), pass brick schoolhouse (57.3 m), to
- 58.6 8.6 Fork; turn right across concrete bridge; turning left with street away from river, on Lee St. (59.1 m), pick up trolleys (from the left—59.3 m), follow across RR. (59.6 m), to end at
- 59.7 1.1 **Linden St.;** turn right, under RR., bearing left across famous concrete “Y” bridge onto Main St., which follow to Court House, center of
- 60.2 0.5 **ZANESVILLE,** Main & 4th Sts.

Hotel Rogge.

Clarendon Hotel, Main & Fourth Sts.

Price Implement Co., 16 S. Sixth St.

C. A. Fritz, 19 N. 6th St., Stock Michelin Tires.

For diverging routes, see **Index map**, page 655.

Route 355—Zanesville to Canton—104.8 m.

Route map, page 655

Reverse route, No. 378

Via Coshocton and New Philadelphia. Mostly gravel all the way.

Points of Interest—Zanesville is beautifully situated on the east bank in the bend of the Muskingum River, Main St. located on the National Highway. In the early days this city was regarded as one of the principal towns in the state and at one time was a rival to Cincinnati, but the rapid development largely due to railroads has built up other cities much faster. The superior clay in the vicinity has made this an important point in the manufacture of clay products and one branch, that of the Encaustic Tile, is a leader of the three places in the United States where these goods are made. What is probably one of the most peculiar structures in the way of a bridge to be found anywhere is located on the west side of the city where Main St. crosses the Muskingum River at the junction of the Licking. The bridge is in the form of a “Y,” the north branch going into the old town of West Zanesville and the south branch into what was formerly known as Natchez.

MILEAGES

Total Intermediate

0.0 0.0 **ZANESVILLE,** Main & 4th Sts., Court House on right. Start west on Main St. across RR. (0.1 m), running onto concrete “Y” bridge, bearing right at center (0.3 m);

Route 355

Columbus Section

- going under RR. onto Linden St.; straight ahead to first left-hand street just beyond grade crossing,
- 0.8 0.8 **McIntyre St.**; turn left and immediately right, with trolleys, on Maple Ave. (trolleys leave to the right—1.7 m); follow brick pavement, with telephone line, to its end (2.8 m); straight on with poles on winding but direct road, pass schoolhouse (on left—5.1 m), to
- 6.5 5.7 3-corners; bear left and immediately right, still with telephone line; bearing left (6.8 m), pass wooden schoolhouse (7.6 m),—avoid road (on right—8.8 m),—turning right with road (9.8 m), follow telephone wires to
- 12.1 5.6 Fork; turn right with telephone poles past signboard (on left), over rolling country, running down long grade, crossing two RRs. (15.0 m) to
- 15.3 3.2 End of road; turn left, pass steel mill (on right—15.6 m), cross RR. (15.9 m), to center of
- 16.3 1.0 **DRESDEN.** Straight through across 2 iron bridges, to
- 16.9 0.6 Fork just after bridge; turn right, avoiding RR. underpass (on the left); keeping right at next fork immediately beyond, with telephone line across RR. (17.3 m), winding along river bank just beyond; cross iron bridge (19.1 m) to
- 20.8 3.9 End of road; turn left, cross 2 RR. tracks (21.9 m) to
- 22.0 1.2 End of road; turn right along old canal to
- 22.2 0.2 **ADAMS MILLS.** Straight out, with telephone line,—RR. on right, canal on left, to
- 24.7 2.5 End of road; turn left through covered wooden bridge over canal, bearing right along winding road with telephone line, cross RR. (25.9 m) to
- 26.0 1.3 **CONESVILLE.** Pass school and brick church on opposite sides of the road; straight on across RR. (27.0 m), through
- 28.0 2.0 **FRANKLIN.** Straight through, bearing right upgrade with telephone line and winding road, to prominent
- 30.4 2.4 4-corners; turn right, across iron bridge over canal and covered wooden bridge over Tuscarawas River, turning left out of bridge; follow direct road, bearing right away from river to
- 32.4 2.0 **2nd St.**; turn left on brick pavement to
- 32.5 0.1 **Main St.**; turn right to center of
- 32.7 0.2 **COSHOCTON,** Court House on left.

The Coshocton Automobile Co., Stock Michelin Tires.

Straight through on Main St., across RR. (32.9 m), bearing right on brick pavement (Chestnut St.)—avoid

SECTION INDEX MAPS SHOW OUTLINES OF ROUTES AND NUMBERS. FOR A COMPREHENSIVE LAYOUT OF THE ENTIRE TERRITORY SEE **GENERAL MAP** INSIDE OF FRONT COVER

Columbus Section

Route 355

- left-hand road (33.8 m)—keeping straight on, pass small mining settlement (on right—34.0 m), winding up heavy grade with telephone line; avoid all intersecting roads, using **caution** for RR. crossing (36.3 m), bear right just beyond, pass wooden schoolhouse (37.3 m) to
- 38.1 5.4 Right-hand road just after RR. crossing; turn right along RR. to
- 39.4 1.3 **WEST LAFAYETTE.** Straight through, follow telephone line upgrade (42.1 m), pass schoolhouse (on left—42.3 m), church and schoolhouse (43.9 m) to
- 44.4 5.0 Left-hand road just after brick school (on right); turn left, passing old frame house (on right), through covered wooden bridge (45.4 m), over long iron bridge (45.8 m), to southern edge of
- 46.9 2.5 **NEW COMERSTOWN,** brick school on right; straight on, passing center of town to the left; cross RR. (47.1 m), follow telephone line past cemetery (47.5 m), and schoolhouse (49.1 m), to
- 49.4 2.5 End of road; turn left across RR. and immediately right upgrade, bearing left with poles, to
- 51.7 2.3 End of road; jog right and immediately left with poles—avoiding bridge over canal.
- 53.4 1.7 **PORT WASHINGTON.** Straight through, follow along canal (on right) to
- 57.4 4.0 Right-hand road; just after left and right jog in road; turn right, cross canal and RR. at station.
- 57.5 0.1 **LOCK 17.** Straight on to
- 57.8 0.3 End of road; turn left, crossing long iron bridge (58.4 m)
- 58.6 0.8 End of road; turn right to
- 58.8 0.2 4-corners; turn left with telephone poles to
- 58.9 0.1 **GNADENHUTTON.** Straight through with poles, to
- 59.9 1.0 Fork; keep left with poles, shortly bearing right along RR., cross tracks (61.1 m), bear right along river bank (61.4 m) to
- 62.1 2.2 Left-hand road just after passing **Tuscarawas station**; turn left, cross long iron bridge; bear right with telephone line, cross iron bridge (62.6 m) to where main travel turns into town,
- 63.1 1.0 Prominent cross-road; turn left, past school and cemetery to center of
- 63.4 0.3 **TUSCARAWAS.** Turn right, bearing left (63.9 m), across iron bridge; pass brick church and cemetery (64.2 m), pass schoolhouses (65.1 m & 66.3 m) to
- 66.4 3.0 **BEIDLER.** Straight on, downgrade, cross RR. (66.8 m), then upgrade, jogging right and left across small iron bridge (67.1 m), bear right across long concrete bridge (67.4 m) and RR. crossing just beyond onto short strip of clay road. (Road straight ahead leads into New Philadelphia, but as this road was closed in the fall of 1909 the

Route 355

Columbus Section

Blue Book crew were obliged to turn left at (68.1 m), making practically the same mileage into the center of town.)

- 68.1 1.7 4-corners; turn left to
- 68.5 0.4 End of road; turn right, bearing left onto High St., with trolleys (69.6 m), following same to center of
- 70.9 2.4 **NEW PHILADELPHIA**, Public Square.
Goodwin Auto Garage (Ed. Goodwin, Prop.), Stock Michelin Tires.
Straight through on High St., to
- 71.1 0.2 **6th St.**; turn right on same, cross RR. (71.5 m), passing Tuscarawas Park (on right—71.7 m), bearing right with trolleys (72.4 m) and left just beyond, pass hospital (on right—72.9 m), follow trolley to
- 73.5 2.4 **Wooster Ave.**; turn right, with trolley, cross RR., pass large brewery (on left), cross iron bridge (73.8 m), to
- 74.1 0.6 **CANAL DOVER**, Public Square. Straight through on Wooster Ave. with trolley line, pass brick yards (on right—78.8 m), bearing left across RR. and small bridge (79.2 m) to
- 79.4 5.3 End of road; bear right with trolley line, to center of
- 80.0 0.6 **STRASBURG**. Straight through (avoid right-hand road—80.2 m); bear left away from trolley (82.0 m), pass brick school (82.7 m) to
- 83.1 3.1 End of road at foot of grade; turn right, through covered wooden bridge, to
- 83.2 0.1 Left-hand road just beyond bridge; turn left with telephone line to
- 84.0 0.8 Right-hand road; turn right with poles, to main street of
- 84.9 0.9 **BEACH CITY**. Turn right with poles, through center of town, downgrade to
- 85.2 0.3 Cross-road just before RR.; turn left, crossing RR., going up sharp grade (85.3 m) to
- 86.5 1.3 End of road; jog left and immediately right, pass church and cemetery (on right—87.1 m) straight on to
- 88.5 2.0 **JUSTUS**. Cross trolley line,—avoid RR. just ahead—by turning right, bear right across trolley and re-cross same just beyond (88.9 m); turn right, follow along trolley over RR., crossing same (89.6 m, 0.0 m & 90.4 m), down long grade (91.0 m) to
- 91.2 2.7 End of road; turn left, cross iron bridge and 2 RRs. (91.4 m), bear slightly right to 5-corners, center of
- 91.5 0.3 **NAVARRE**. Bear slightly right to
- 91.6 0.1 Fork; turn left, cross RR. (91.7 m), bearing left with

32

THE air which enters the Warner factory is strained through a sheet of water—then dried and distributed by blower. All windows are hermetically sealed. Several scoops of dirt mixed with gnats, mosquitoes and flies are washed from the air each day in warm weather. This makes certain that no particle of grit can get inside the Warner Auto-Meter, "The Aristocrat of Speed Indicators."

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Columbus Section

Route 356

trolley (92.7 m), follow same past cemetery on each side of road (95.2 m), running onto Erie St., under RR. (96.4 m) to center of

96.8 5.2 MASSILLON, Erie & Main Sts.

Wm. F. Wagner's Garage, 38 N. Erie St.

Massillon Motor Car Co., 74 S. Erie St., Stock Michelin Tires.

Turn right, follow trolleys up long grade out of town; same thoroughfare becoming Tuscarawas St., which follow across iron bridge and RR. (104.1 m). (Fine view of McKinley Monument to the left). Straight to Court House (on left), center of

104.8 8.0 CANTON, Tuscarawas & Market Sts., City Square.

Hotel Courtland, West side of Court House.

Hofbrau Haus, Court & Seventh Sts.

Wilson Motor Car Co., 514 N. Cleveland Ave.

For city map, see page 699. For diverging routes, see Index map, page 655.

Route 356—Columbus to Cincinnati, Ohio—121.5 m.

Route map, page 534

Reverse route, No. 331

Via Springfield, Dayton, Lebanon and Reading; over level country on excellent gravel pikes.

Descriptive Outline—Going almost straight west over the now historic National Highway, route is almost direct into Springfield, a busy manufacturing city. Among its industries is a large plant of the International Harvester Company, American Seeding Machine Co., Kelley Motor Truck Co., Springfield Malleable Iron Co., and many others. The water power furnished by Lagonda Creek and Mad River is exceptionally good. This is also the location of the Ohio Masonic Home, Ohio Knights of Pythias Home and Oddfellows Home. Dayton, county seat of Montgomery County, is probably best known as the home of the National Cash Register Co., with one of the largest plants in the United States employing over 6,000 people. A visit to this plant in So. Dayton is well worth while, as the company has instituted and maintains an original co-operative scheme for caring for its employees. The first house built in the Miami Valley is still kept as a relic, located on Monument Ave., just east of Main St. The National Soldiers' Home is one of the largest in the country, caring for about 7,000 old soldiers. We also understand that visitors are welcome to the trying grounds for aeroplanes built by the Wright Bros. Important manufacturing concerns are the Barney Smith Car Co., Dayton Motor Car Co., Speedwell Motor Car Co., Currier Car Co.

MILEAGES (For this and optional exits, see Columbus city map, page 656.)
Total Intermediate

0.0 0.0 COLUMBUS, Broad & High Sts.

From State Capitol (on left) go west on Broad St., cross RR. and river (0.2 m), and RR. (0.6 m); follow trolleys on direct road, crossing RR. (1.7 m) (pavement ends, 1909—4.0 m). Cross RR. (4.9 m). Straight through Alton (9.4 m) and West Jefferson (14.4 m); cross RR. (14.7 m). Keeping straight ahead through Lafayette (21.8 m), Somerford (26.5 m), Brighton (30.3 m), Vienna

WOLVERINE

OIL

WOLVERINE LUBRICANTS CO. OF N.Y.
30 BROAD STREET

Lightest colored
oils with body are
best.

THE ARCADE HOTEL

SPRINGFIELD, OHIO

Only First Class Hotel in the City—European Plan

THE ARCADE HOTEL

SPRINGFIELD, OHIO

ABSOLUTELY FIREPROOF

The AUTO INN COMPANY

WARD J. LEE, Manager

Corner of Spring and Main Streets **Springfield, O.**

In all Official Blue Book Routes

Automobilists Official Headquarters

MACHINE WORK—ACCESSORIES
VULCANIZING—OILS, TIRES, ETC.

Both Phones - - - Emergency Car Ready For Your Call

(32.9 m), Harmony (37.5 m); running over RR. bridge (40.9 m); cross RR. (grade—42.7 m); straight ahead on brick pavement, same becoming E. Main St., to center of
43.4 43.4 **SPRINGFIELD**, Main & Limestone Sts.

Arcade Hotel.

The Auto Inn, Spring & Main Sts., Stock Michelin Tires.

Turn left 1 block on Limestone St. to





Hofbrau

Cor. 4th & Ludlow Sts.

— Dayton's Leading Cafe —

STEPHAN MAYER, Proprietor

Bell 4084. Home 5163

Meals at all hours

— Orchestra Evenings

The PECKHAM MOTORCAR CO.

Only Modern Fireproof Garage in

DAYTON, OHIO

211-213 NORTH MAIN STREET

EXPERT MECHANICS

2 Squares North of Court House

ACCESSORIES

ALWAYS OPEN

- 43.5 0.1 **W. High St.**; turn right with trolley, leaving Public Square (on left) to
- 44.1 0.6 Fork (trolley ends, 1909); bear left, cross RR.
- 44.8 0.7 Diagonal cross-roads, cement works on left; turn left with telephone poles; cross trolley (45.2 m) and RR. (45.5 m). Keeping straight ahead under RR. (45.8 m). **Caution** for sharp right turn across iron bridge just beyond, going upgrade with poles. Straight through **Enon** (51.2 m); following main thorofare across iron bridge (54.7 m). Avoid road to the right (55.8 m), keeping straight ahead with telegraph poles (trolley comes in from the right just beyond). Follow same through **Fairfield** (57.4 m).
- 57.9 13.1 Irregular 4-corners; bear right with trolleys, cross trolley and RR. tracks (62.9 m) to
- 63.4 5.5 **HARSHMAN**, shoe factory on right. Avoid road to the left over RR.; bear right, meeting trolley (from left); cross RR. just beyond (64.6 m); follow same on Springfield St., curving slightly right past iron water-trough (on left) onto E. 3rd St. (66.3 m); follow same across 2 canals and RR. (67.3 m) to Court House, center of
- 67.7 24.3 **DAYTON**, Main & 3rd Sts.

Hofbrau House, Fourth & Ludlow Sts.

Algonquin Hotel, Third & Ludlow Sts.

The Geyer Sales Co., 11 W. First St.

Peckham Motor Car Co., 211 N. Main St., **Stock Michelin Tires.**

Hosler-Overland Sales Co., 11 E. 18th St., **Stock Michelin Tires.**

Gunchen & Wentz, 719 N. Main St., **Stock Michelin Tires.**

For city map, see page 632. For diverging route, see page 655.

Turn left on S. Main St., following same across RR.

MOTORISTS OFFICIAL HEADQUARTERS

LEBANON HOUSE

ALBERT STUBBS, Prop.

ON MAIN TRUNK LINE

GOOD MEALS and GOOD ROOMS

AM. PLAN — \$2.00 a day and up

LEBANON

MOTOR INN

FIREPROOF

Kilpatrick-French Motor Car Co.

Machine Shop

Storage Supplies

Phone No. 2.

Quick Service

OHIO



(68.0 m); over canal (68.3 m), passing National Cash Register Works (on left—69.1 m), bear slightly left upgrade on Oak Hill—avoid road to the right (69.8 m), Cincinnati Pike; after crossing trolley (70.1 m), bear slightly left, shortly winding right upgrade with telegraph poles on Lebanon Pike. Straight through **Centerville** (77.3 m) and **Ridgeville** (84.4 m). Keep straight ahead with sharp right and left curve across iron bridge through point of 5-roads (86.7 m).

91.5 23.8 **LEBANON**—trolley comes in from the left.

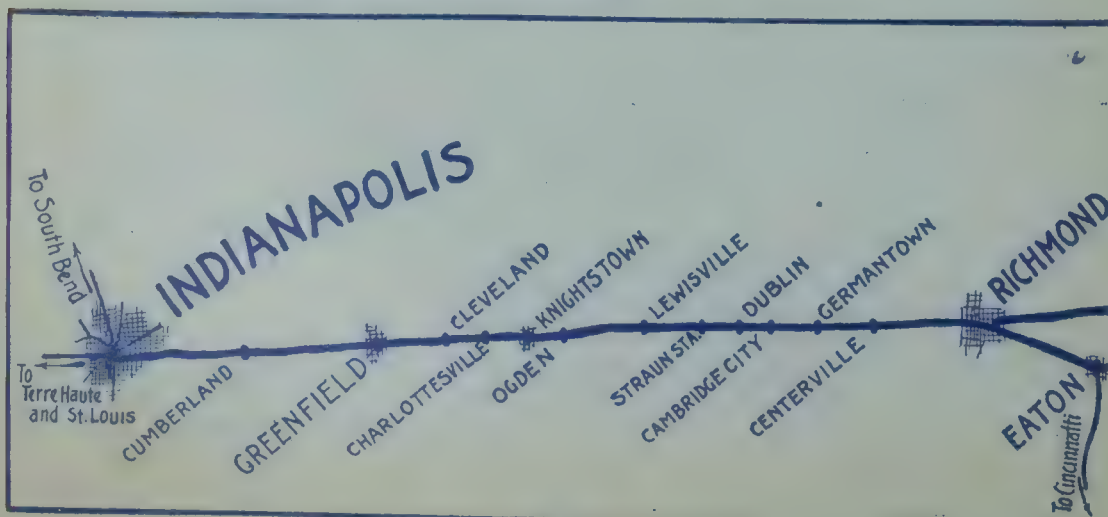
Kilpatrick-French Motor Car Co.

Continue straight ahead.

91.6 0.1 Fork just after crossing RR.; bear right with telegraph poles, leaving trolley; cross iron bridge just after turn.

94.3 2.7 Fork; curve right, immediately crossing RR. and running upgrade with poles; cross 2 RRs. (96.2 m), avoiding road to the right (97.5 m), straight through Mason (99.4 m).

99.5 5.2 Fork; bear left with trolley, crossing RR. (100.3 m); (trolley leaves to the left).



Columbus Section

Route 358

- 100.9 1.4 Fork; bear slightly right (telephone poles leave to the left); straight through **Pisgah** (103.8 m), passing Sharon Depot (on right—107.1 m) to
- 107.7 6.8 Right-hand branch road, immediately beyond concrete bridge; turn right, going straight through **Sharon** (107.9 m); cross RR. (111.2 m) to center of
- 111.6 3.9 **READING**. Straight ahead on Reading Road, running under RRs. (115.8 m & 116.0 m), immediately winding upgrade onto brick pavement (116.9 m). Keep this thoroughfare straight through **Avondale** (118.0 m), following trolley under trolley trestle (118.9 m); running down grade.
- 120.5 8.9 **E. 13th St.** (Woodward St.); turn right, leaving trolley.
- 120.9 0.4 End of street; turn left on Main St., meeting trolley; follow across canal (121.1 m) to center of
- 121.5 0.6 **CINCINNATI**, Fountain Square, postoffice on right.

Hotel Sinton, Fourth & Vine Sts.

Citizen's Motor Car Co., Seventh & Main Sts.

G. M. Toewater & Co., Race & 9th Sts., **Stock Michelin Tires**.

For city map, see page 628. For diverging routes, see Index map, page 655.

Route 358—Columbus, Ohio, to Indianapolis, Ind.—176.4 m.

Route map, below

Reverse route, No. 228

Via Springfield, Dayton, Eaton and Richmond. Over the National Highway between Columbus and Springfield; Richmond and Indianapolis. Very level country and mostly excellent pikes all the way.

Optional to route No. 258-A, between Springfield and Richmond.

MILEAGES (For this and optional exits, see Columbus city map, page 518.)

Total Intermediate

0.0 0.0 **COLUMBUS**, Broad & High Sts.

For complete running directions for first part of this route, see Route No. 356 to

67.7 4.3 **DAYTON**, Main & 3rd Sts.

Algonquin Hotel, Third & Ludlow Sts.

Hofbrau House, Fourth & Ludlow Sts.

Peckham Motor Car Co., 211 N. Main St., **Stock Michelin Tires**.

The Geyer Sales Co., 11 W. First St.

Hosler-Overland Sales Co., 11 E. 18th St., **Stock Michelin Tires**.

Gunchen & Wentz, 719 N. Main St., **Stock Michelin Tires**.

For city map, see page 632. For diverging routes, see page 655.

Continue straight through on W. 3rd St., crossing long stone bridge over Miami River (68.3 m) and RRs. (69.0 m & 70.4 m); running upgrade, pass Soldiers' Home (on



Motorists and Aviators
Welcome to the

CENTRAL HOTEL

R. H. FRAUNBERG, Prop., on main route Indianapolis to Dayton.

CAMBRIDGE CITY,

INDIANA

Special Chicken Dinners—Every Sunday. Lunches
Packed—Special Meals to Order. 1 Square to Garage.

Long Distance Phone No. 8

Tourists, stop at the

A. CURTIS GARAGE, 110-112 N. State St. Greenfield, Ind.
1 blk. from Court House

Supplies, Storage, Machine Work, Vulcanizing

Open Day and Night

Phone No. 111

left—71.4 m); straight through **Kingsville** (72.6 m), **New Lebanon** (78.3 m) and **Johnsville** (80.2 m). Follow trolley all the way. Cross RR. (85.9 m); straight through **Alexandria** (86.2 m); cross RR. (91.5 m), same thorofare becoming E. Main St., which follow to Court House.

91.7 24.0 **EATON, Main & Barrow Sts.**

Shaver Garage, E. Main St.

E. C. Wysong Main St., Stock Michelin Tires.

Continue straight west on Main St. to

91.9 0.2 Fork just beyond iron bridge; bear right with trolleys, cross RR. (93.4 m); continue straight through **Hope** (94.2 m) and **Westville** (102.0 m); cross RR. (103.5 m); going upgrade with trolley, same thorofare becoming Main St., which follow straight ahead, passing **The Auto Inn** (on left—107.2 m); continue to center of

107.6 15.7 **RICHMOND, Main & 8th Sts.**

Sanders & Lewis, Stock Michelin Tires.

For city map, see page 480.

Continue straight ahead on Main St., running under RR. and over long iron bridge (108.2 m).

108.4 0.8 3rd St.; turn left with trolley for 1 block, and right on Indianapolis St., following trolley; pass large school (on left—108.9 m). Straight ahead through **Centerville** (113.7 m); past Wayne County Infirmary (on right—115.3 m); through covered wooden bridge (118.2 m); cross RR. (118.6 m); through **Germantown** (119.7 m).

123.0 14.6 **CAMBRIDGE CITY.**

Central Hotel.

Continue straight through on same thorofare; cross RR. (123.5 m); follow trolleys through **Dublin** (124.9 m), pass Strawn station (129.5 m); through **Lewisville** (132.8 m); cross RR. at **Dunreith** station (137.2 m), and again at (137.5 m) (trolleys leave to the right); straight ahead with telegraph poles through **Ogden** (139.1 m); cross RR. (141.3 m); through **Raysville** (141.4 m), shortly meeting trolleys (from the right), follow same to

142.2 19.2 **KNIGHTSTOWN.**

F. E. Tritt, Stock Michelin Tires.

Continue straight through, crossing RR. (142.4 m), fol-

CLAYPOOL HOTEL

Indianapolis, Indiana

Absolutely Fireproof **EUROPEAN PLAN—\$1.50 and up**

Officially Appointed Hotel of the Automobile Club of America,
Official Touring Club of America, The A. A. A.
Several first-class garages in immediate neighborhood.

H. W. LAWRENCE - **President and Manager**

lowing trolley to **Charlottesville** (146.8 m) and **Cleveland** (148.7 m) to center of

155.2 13.0 **GREENFIELD**, Court House on left.

Curtis Garage, 110 State St.

Continue straight west on Main St. through **Cumberland** (165.3 m), same thoroughfare becoming Washington St., which follow on brick pavement; cross RR. (173.6 m), running under RR. (175.7 m).

176.3 21.1 Meridian St. One block before trolley center, turn right.

176.4 0.1 **INDIANAPOLIS**, Monument Circle.

The Claypool Hotel.

The New Denison Hotel, Ohio & Pennsylvania Sts.

Hotel English, West side of "Circle."

Meridian Auto Co., 724 N. Meridian St.

Fox Garage, 516 N. Capitol Ave.

Indiana Auto Co., 323 Massachusetts Ave., Stock Michelin Tires.

The Guarantee Tire & Rubber Co., 208 Illinois St., Stock Michelin Tires.

For city map, see page 461. For diverging routes, see Index map, page 411.

For through connections, see Trunk-line Index map, front of book.

Route 358-A—Columbus to Indianapolis, Ind.—171.6 m.

Route map, page 675

Reverse route, No. 229

*Via the National Road—very level country, mostly excellent gravel pikes.
Longest and straightest road the Blue Book car has ever traveled.*

MILEAGES (For this and optional exits, see Columbus city map, page 656.)
Total Intermediate

0.0 0.0 **COLUMBUS**, cor. Broad & High Sts.

From the State Capitol run west on West Broad St. crossing RR. tracks, river (0.2 m) and RR. tracks (grade—0.6 m). Follow trolleys direct out across RR. tracks (1.7 m) to end of brick pavement (4.0 m). Again cross RR. tracks (4.9 m), keeping with trolley straight through **Alton** (9.4 m), and **W. Jefferson** (14.4 m).

Cross 2 RR. tracks (14.7 m), keeping straight ahead through **Lafayette** (21.8 m), **Somerford** (26.5 m), **Brighton** (30.3 m), **Vienna** (32.9 m) and **Harmony** (37.5 m). Cross bridge over RR. tracks (40.9 m) and RR. tracks (grade—42.7 m); thence straight ahead.

43.4 43.4 **SPRINGFIELD**, O., Main & Limestone Sts.

Arcade Hotel.

The Auto Inn, Spring & Main Sts., Stock Michelin Tires.

For city map, see page 672.

For diverging routes, see Index map, page 655.

Continue west on W. Main St., crossing RR. tracks

Route 360

Columbus Section

- (grade—44.5 m), and RR. tracks again (grade—45.3 m). Pass through two covered bridges (45.5 m & 45.9 m), continuing upgrade past Masonic Home on left (46.2 m) to
- 46.4 3.0 Fork where trolleys leave to left; keep right with telegraph poles on National Road (left fork, Valley Pike goes to Dayton). Continue straight ahead, crossing RR. track (grade—46.6 m), keeping with telegraph poles on the main-traveled highway through **Donnelsville** (51.0 m) and covered bridge (52.7 m). Cross RR. tracks at **Forge** station (53.3 m), thence direct through covered bridge (55.7 m) and all diagonal cross-roads through **Brandt** (58.8 m) and **Fontaine** (61.2 m)—caution for right and left curve downgrade (62.1 m).
- Cross covered bridge, iron bridge and RR. tracks at **Tadmor** (62.8 m), winding left and right upgrade through
- 64.9 18.5 **VANDALIA.**
(Intersect route No. 344—Cincinnati to Toledo.)
Continue straight ahead through covered bridge (70.2 m), crossing trolleys at **Englewood** (70.6 m). Cross RR. at grade immediately beyond and follow telegraph poles through **Arlington** (77.3 m). Cross RR. track again at National Crossing (79.0 m) and 2nd RR. crossing (79.8 m). Cross two iron bridges (83.0 m) and continue straight through the upper edge of **Lewisburgh** (83.5 m), crossing RR. tracks (grade—84.0 m) and (84.4 m).
- Keep National Road through several prominent 4-corners to **Gettysburg** (93.3 m). Straight ahead to
- 94.1 29.2 Fork—poles leave to right; bear slightly left, crossing trolley tracks (97.2 m), curving right and left on winding road downgrade to
- 98.8 4.7 End of road (meeting trolley); turn right.
Cross trolley just after turn and RR. tracks (99.1 m). Continue upgrade, shortly meeting trolleys again and following same on Main St. to center of
- 102.8 4.0 **RICHMOND**, Main & 8th Sts.
Auto Inn, 1207 Main St., Stock Michelin Tires.
For complete running directions rest of the way to **Indianapolis**, see Route No. 358.
For city map, see page 480. For diverging routes, see Index map, page 557.

Route 360—Columbus to Lima, O.—89.4 m.

Route map, page 621

Reverse route, No. 327

Via Marysville and Bellefontaine. Over rolling country with gravel or stone pike practically the entire distance.

MILEAGES

Total Intermediate

0.0 0.0

(For this and optional exits, see Columbus city map, page 656.)

COLUMBUS, High & Broad Sts.

From State Capitol (on right) go north on N. High St., passing Union Station (on right—0.5 m), following trolleys on asphalt to

- 1.8 1.8 **W. 5th Ave.**, North Side Bank on left; turn left, follow street direct across iron bridge and RR. (3.0 m) to
- 5.0 3.2 **Marble Cliffe Station** at foot of grade. **Do not cross**

- tracks, but bear right along same, shortly meeting trolleys, which follow along river—avoiding road over first long iron bridge (8.4 m) (trolleys end, 1909); keep straight ahead for 3 miles;
- 11.3 6.3 2nd long iron bridge; turn left across Scioto River, turning immediately right at 4-corners just beyond; follow river road to
- 13.9 2.6 **DUBLIN**, 4-corners, pump and water trough in center; turn left, upgrade, following winding road direct to
- 17.8 3.9 Fork—sign, “Marysville 12½ m”; bear right, going straight through **New California** (22.1 m); cross RRs. (29.6 m & 30.5 m), bear slightly left at point of 6-roads onto 5th St., which follow to center of
- 31.3 13.5 **MARYSVILLE**, Main & 5th Sts.
 For diverging routes, see **Index map**, page 655.
 Continue straight west on 5th St., passing branch road (on right—32.5 m) and Oakdale Cemetery just beyond; follow direct road—avoiding road to the left (32.9 m), crossing RR. (38.5 m).
- 40.4 9.1 3-corners, school on right—sign, “Middleburg 4 m.” Bear left, following direct road through covered wooden bridge (41.7 m).
- 42.0 1.6 End of road; turn right up short grade, passing school (on left—42.6 m). Straight through **Middleburg** (44.1 m), still on direct road, running down long grade (46.8 m); pass brick school (on right—47.3 m); cross RR. (48.5 m), bearing left along tracks, re-crossing same (49.9 m) to first 4-corners beyond in
- 50.1 8.1 **ZANESFIELD**. Turn right 1 block and then left around iron pump, passing grocery store (on right). **Caution** for long winding upgrade (50.5 m); keep main road over hilly country for some distance.
- 54.0 3.9 Prominent right-hand road; turn right, leaving telephone line, curving left with road a short distance beyond, direct to Court House (on left), center of
- 55.1 1.1 **BELLEFONTAINE**, Main & Columbus Sts.
 Diener Auto Co., Chillicothe & Opera Sts.
 Hornberger's Garage, Opera St., Stock Michelin Tires.
 For diverging routes, see **Index map**, page 655.
 Continue straight ahead on Columbus St. to
- 55.3 0.2 Fork just before RR.; turn right away from trolley, crossing RR.; follow direct road, curving right and left (57.1 m), pass road (to the left—57.3 m).
- 58.2 2.9 Fork, telephone poles divide; bear right, crossing inter-urban trolley line (61.0 m), going straight ahead across trolley line (61.5 m); through **Huntsville** (61.6 m); curving sharp right and left across iron bridge (66.4 m), following main thorofare to
- 69.7 11.5 3-corners; turn left over iron bridge; straight through small village of **Round Head** (69.9 m) and **Holden** (73.8 m), follow winding road through woods (80.0 m) direct

Route 362

Columbus Section

- 82.0 12.3 **WESTMINSTER.** Continue straight through on main thoroughfare—avoiding left-hand road (82.1 m), crossing RR. (85.9 m); through diagonal cross-roads (87.9 m)—trolley comes in from the left (88.1 m); pass Fairgrounds (on right); follow trolley across RR. (88.5 m), curving left onto brick pavement (88.9 m); straight across RR. (89.2 m) to Public Square, center of
- 89.4 7.4 **LIMA, Main & Market Sts.**

Hotel Norval, Main & North Sts.

Lima House, East side of Square.

Henry A. Mack Garage, 124 W. Market St.

Majestic Auto Co., E. Market St.

United Motor Toledo Co., 113 W. North St., **Stock Michelin Tires.**

For city map, see page 655. For diverging routes, see *Index map*, page 655.

For through connections, see *Trunk-line Index map*, front of book.

Route 362—Columbus to Toledo, Ohio—142.5 m.

For city map, see page 611. For diverging routes, see *Index map*, page 655.

Via Marysville, Canton and Findlay. On good pike practically all the way over lever country.

MILEAGES
Total Intermediate (For this and optional exits, see city map, page 656.)

- 0.0 0.0 **COLUMBUS, High & Broad Sts.**
From State Capitol (on right) go north on High St., passing over viaduct at Union Station (on right—0.7 m).
- 1.8 1.8 **Fifth Ave.** North Side bank on left; turn left, crossing iron bridge and RR. (3.0 m).
- 5.0 3.2 **MARBLE CLIFFE STATION** at foot of grade. Avoid RR. crossing by turning right along tracks, meeting trolley; follow same along river, avoiding first road over long iron bridge (8.4 m), where trolleys end; keep ahead
- 11.3 6.3 Turn left over long iron bridge across river and leaving bridge; turn right to center of
- 13.9 2.6 **DUBLIN.** Watering trough in center of town. Turn left upgrade, following winding but direct road.
- 17.8 3.9 Fork; bear right, going straight through **California** (22.1 m), crossing RRs. (29.6 m & 30.5 m).
- 30.7 12.9 At 6-corners bear slightly left on 5th St., to center of
- 31.3 0.6 **MARYSVILLE, Main & 5th Sts.**
For diverging routes, see *Index map*, page 655.
Turn right on Main St., crossing RR. and iron bridge.
- 31.5 0.2 At blacksmith shop (on left) just beyond bridge, turn left with poles, following same to
- 32.1 0.6 End of road; turn right around Fair Grounds, with poles, crossing RR. (39.6 m), going straight through **Somersville** (43.1 m), bearing left with poles (43.5 m), through **Byhalia** (47.5 m), crossing RR. at **Mt. Victory** (54.1 m) and again (61.3 m & 62.4 m), following Main St. to park, center of
- 63.4 31.3 **KENTON, Main & Columbus Sts.**
Kenton Auto & Electric Co., Main St., **Stock Michelin Tires.**
Turn left 1 block on Columbus St., and then right around park, into Detroit St., which follow straight north across RR. (64.1 m), crossing tracks again at **Dunkirk** (73.5 m) and again (74.4 m) into



THE PHOENIX INN

JOE N. SCHAEFER, Mgr.

Opposite Court House

FINDLAY, OHIO

Official Headquarters
for Motorists

American Plan—\$2 to \$4
Per Day

Elegant rooms, single or en suite
with or without bath
Excellent table

Visit Our Beautiful Rest
Parlor

- 76.6 13.2 **WILLIAMSTOWN.** Straight ahead, crossing RR. at Arlington Station (81.0 m), same thorofare becomes Main St., which follow to Court House, center of
- 90.9 14.3 **FINDLAY,** Main & Cross Sts.
Phoenix Inn, Opposite Court House.
Elec. Const. & Motor Co., Harden & Main Sts., Stock Michelin Tires.
For diverging routes, see Index map, page 654.
Straight ahead on Main St., crossing iron bridge (91.1 m) and RR. (91.4 m), following trolleys across RR. at Mortimer Station (95.9 m) to small park, center of
- 97.9 7.0 **VAN BUREN.** Where trolleys keep straight ahead, jog left and right $\frac{1}{4}$ way around park, turning left out of town for $\frac{1}{2}$ mile.
- 98.4 0.5 Turn right with telegraph poles, following same with sharp left and right curve (98.9 m), crossing RR. tracks to center of
- 100.2 1.8 **NORTH BALTIMORE.**
Park Campbell, N. Main St., Stock Michelin Tires.
One block after crossing RR., turn right on Broadway, with brick pavement; cross RR. (102.2 m).
- 102.5 2.3 Turn left with poles, running straight ahead through all 4-corners.
- 107.1 4.6 Irregular 4-corners at county line; jog right and immediately left, still with poles, through Bays (108.5 m), crossing RR. at Rudolph (110.5 m).
- 111.5 4.4 Just after crossing iron bridge, curve left and take first right, with poles, going straight ahead for over 3 miles.
- 114.7 3.2 4-corners; turn right, still with poles, crossing RR. (115.2 m):
- 115.7 1.0 4-corners; turn left, follow trolleys on Main St. to center of
- 117.0 1.3 **BOWLING GREEN,** Main & Wooster Sts.
Turn left with trolley, crossing RR. (117.3 m).
- 117.5 0.5 At slight bend in street, turn right away from trolleys on good pike, crossing RR. (118.1 m).
- 124.3 6.8 **HASKINS STATION.** Keep straight ahead across tracks, avoiding left-hand road (126.9 m—optional way to Toledo via Waterville bridge); keep main road along river, avoiding right-hand road (128.9 m), running

THE STANDARD GARAGE CO.

233-7 Ontario Street

TOLEDO, OHIO

Opposite Public Library

Home Phone 2335

Official A. A. A. Headquarters

Bell Phone 747

- downgrade under RR. (132.2 m), picking up trolley just beyond; follow same to center of
- 133.1 8.8 **PERRYSBURG.** River and monument on left. Straight through, crossing trolley (134.0 m), curving right (134.7 m), over 2 RRs. (135.1 m), again crossing RR. (138.6 m), over RR. bridge (139.8 m).
- 140.3 7.2 4-corners; long iron bridge on left; turn left, crossing bridge over harbor, going straight ahead on Wallbridge Ave.
- 141.0 0.7 **Sumner St.**; turn right, meeting trolley, curving left across bridge over RR. into Logan St., going ahead for 2 blocks.
- 141.6 0.6 **St. Clair St.**; meeting trolley again, turn right, straight ahead across iron bridge over canal (142.1 m) to Post Office, center of
- 142.5 0.9 **TOLEDO**, Madison Ave. & St. Clair St.
 Hotel Secor, Superior & Jefferson Sts.
 United Garage Co., 915 Jefferson St.
 The Standard Garage Co., 233 Ontario St., **Stock Michelin Tires.**
 Maplewood Garage, 2651 Monroe St., **Stock Michelin Tires.**
 For city map, see page 581. For diverging routes, see **Index map**, page 579.
 For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 363—Columbus to Toledo, Ohio—132.7 m.

Route map, page 655

Reverse route, No. 305

Via Marion, Upper Sandusky and Fostoria. Good stone or gravel road all the way.

MILEAGES
 Total Intermediate

(For this and optional exits, see city map, page 656.)

0.0 0.0 **COLUMBUS**, High & Broad Sts.

For complete running directions, see Route No. 351 to

44.9 44.9 **MARION**, Main & Center Sts. Court House on right.

Pilgrim Inn, Next to Court House.

Cadillac Garage, 215 S. Main St.

Charles Hoyles, **Stock Michelin Tires.**

Straight ahead on Main St., crossing 2 RRs. (45.0 m).

Trolley comes in from the right (45.7 m); cross RR. (46.7 m).

47.0 2.1 Fork; bear left with telephone poles (trolley bears right).

50.9 3.9 End of road; turn left.

51.1 0.2 Right-hand road; turn right, passing straight through 5-corners at brick house (52.0 m).

56.9 5.8 **LITTLE SANDUSKY** Straight through, avoiding angling road to the right (57.5 m). **Caution not to pass**

63.4 6.5 Left-hand road; turn left.

63.5 0.1 First right-hand road; red brick house on left; turn right, crossing RR. (64.0 m), same thorofare becoming



Henry J. Adams

Strictly Fireproof
GARAGE

120-124 W. Tiffin St.

Fostoria, Ohio

Both Phones

Distributors for **REO** Northwestern Ohio

NEW GALT HOUSE

C. C. KISSELLE, Prop.

Carey, Ohio

Steam heat. American Plan \$2.00 a day.
Motorists Welcome

HILTY'S GARAGE

Opposite Hotel

Carey, Ohio

Motorists Headquarters. Supplies, Vulcanizing,
Phone 3168. Storage, Repairs.

- Sandusky Ave., which follow to Court House, center of
- 64.2 0.7 **UPPER SANDUSKY**, Sandusky Ave. & Wyandotte St.
Indian Motor & Buggy Co., 202 S. Main St., Stock Michelin Tires.
For diverging routes, see Index map, page 654.
- Turn left on Wyandotte St.
- 64.4 0.2 **Eighth St.**; turn right.
- 64.9 0.5 Irregular 4-corners; road ahead poor; turn left, picking up telephone poles.
- 65.2 0.3 End of road; turn right with main travel and telephone poles, avoiding angling cross-roads, straight through **Lovell**; brick church (on right—69.6 m), straight through with telephone poles.
- 71.7 6.5 **CRAWFORD**. End of road. Turn left.
- 71.9 0.2 Right-hand road; brick church on far right; turn right, going over iron bridge (72.2 m), crossing RRs. (75.0 m & 75.4 m).
- 75.5 3.6 **CAREY**, 4-corners.
Galt House & Hilty's Garage.
Turn right, crossing RR. at station (75.7 m & 76.1 m).
- 78.2 2.7 End of road; turn left.
- 78.4 0.2 First right-hand road; turn right. **Caution not to pass**
- 80.1 1.7 Left-hand road; turn left, swinging immediately right with road.
- 81.0 0.9 End of road; turn right, passing **Alveda** over to the left (82.8 m), straight ahead with telephone poles, crossing RR. (89.4 m).
- 89.6 8.6 End of road; meeting trolley, turn left with same, crossing RR. (89.7 m & 90.0 m).
- 90.3 0.7 End of street; bear left with trolley on Tiffin St., to
- 90.5 0.2 **FOSTORIA**, Tiffin & Perry Sts.
H. J. Adams Garage, 120 W. Tiffin St., Stock Michelin Tires.
(For diverging routes, see Index map, page MM.)
Straight ahead on Tiffin St.

Route 363**Columbus Section**

- 90.8 0.3 4-corners at RR. crossing; turn right across tracks.
- 91.8 1.0 Irregular 4-corners; bear left with telephone poles, passing church and school-house (93.3 m).
- 96.4 4.6 Fork; bear left.
- 98.1 1.7 **MILL GROVE.** Store on all four corners. Turn right, crossing RR. at **Hatton Station** (99.4 m).
- 99.8 1.7 Left-hand road; turn left with main travel.
- 100.8 1.0 4-corners; sawmill on far left; turn right, picking up telephone poles.
- 101.8 1.0 First cross-road after passing brick school-house (on left), turn left, crossing RR. (104.1 m), and trolley and RR. (105.2 m), going straight through **Bradner** (105.5 m).
- 109.9 8.1 Fork; bear left with main travel and telephone poles.
- 111.3 1.4 3-corners; bear left with telephone poles, crossing RR. and trolley (111.4 m).
- 111.5 0.2 End of road; turn right.
- 111.9 0.4 Left-hand road; turn left immediately, crossing iron bridge.
- 112.2 0.3 End of road; turn right, crossing bridge over Portage River just beyond.
- 112.3 0.1 **PEMBERVILLE.** End of road. Turn left, picking up trolley, and avoiding angling road to the right immediately beyond, following trolley across RR. (112.6 m). Trolley leaves to the right (112.8 m).
- 114.2 1.9 Right-hand road immediately before small concrete bridge; turn right, crossing trolley (114.3 m), passing small town of **Lucky** over to the right (117.3 m), crossing RR. (119.6 m). **Caution not to pass**
- 121.0 6.8 4-corners; turn left, picking up main line of telephone poles, crossing RR. at **Stony Ridge** (121.9 m).
- 122.1 1.1 Right-hand road immediately after crossing RR.; turn right, leaving telephone poles.
- 124.8 2.7 End of road; turn right, crossing RR. and immediately left across RR. (127.6 m & 128.5 m). **Caution** for dangerous RR. crossing at school-house (on left—129.9 m); pick up trolley and cross 2d RR. (130.2 m), same thoro-fare becoming Broadway.
- 131.2 6.4 **Starr St.**; turn left with trolley and just beyond bear right onto Main St., with trolley, crossing RR. and long iron bridge over Maumee River (132.9 m), same thoro-fare becoming Cherry St.
- 132.2 1.0 **Superior St.**; turn left and follow same to center of
- 132.7 0.5 **TOLEDO**, Madison & Superior Sts.

Hotel Secor, Superior & Jefferson Sts.

The Standard Garage Co., 233 Ontario St., Stock Michelin Tires.

United Garage Co., 915 Jefferson St.

Maplewood Garage, 2651 Monroe St., Stock Michelin Tires.

For city map, see page 581. For diverging routes, see Index map, page 579.

For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 365—Columbus to Chillicothe, Ohio—42.6 m.

Route map, page 674

Reverse route, No. 365R

Via Circleville. Fine gravel road all the way.

MILEAGES
 Total Intermediate (For this and optional exits, see Columbus city map, page 656.)
 0.0 0.0 **COLUMBUS**, Broad & High Sts.

Go straight south on High St. past Capitol Building (on left), crossing a number of RR. tracks at South Columbus station (2.6 m), follow trolley line past brick school (4.1 m), bearing slightly right and left on new macadam road; pass brick school (6.8 m). Road runs between buildings of Hartman Stock Farm, where trolley ends. Straight on down long easy grade, past **Chadville** (to the right 8.8 m). Avoid road to the left (9.4 m).—Follow main telephone line past brick school (10.2 m); cross long iron bridge (10.7 m), bear right and left over old canal.

16.9 16.9 **BLOOMFIELD**. Straight through, bearing left with poles on main road through covered wooden bridge and iron bridge over canal (18.3 m), bearing right with road, past brick school (18.7 m). Straight on, running under RR. (21.7 m),—meeting trolley; follow same to Court St.

25.6 8.7 **CIRCLEVILLE**, Court & Main Sts.

Continue straight through on Court St. past Court House (on right),—trolley leaves to left just before crossing RR. (26.2 m). Road is direct past brick school (28.4 m), past wooden school (31.7 m) and brick school (35.2 m). Turn sharp left with road, and right (36.1 m) through covered wooden bridge (36.9 m), passing brick school (38.6 m) to

40.0 14.4 End of road; turn right to

41.2 1.2 **HOPETOWN**. Straight through small village, past brick school (42.7 m), crossing iron bridge (43.8 m)—meeting trolley, follow same on Bridge St. to end at

44.2 3.0 **Main St.**—brick school on right; turn right to center of

44.6 0.4 **CHILLICOTHE**, Main & Paint Sts., Court House on right.

W. S. Barrett, 77 Second St., **Stock Michelin Tires**.

Note—Tourists wishing to go to Cincinnati from here, see route No. 334-R, Chillicothe to Cincinnati.

Route 365-R—Chillicothe to Columbus, 44.6 m.

Route map, page 674

Reverse route, No. 356

Via Circleville. Good gravel road all the way.

Points of Interest—Chillicothe, founded in 1796 by Nathaniel Massie, is the county seat of Ross County. For a few years in the early 80's it served as the first capital of Ohio, and the old Capitol building is still standing at the corner of what is now Main and Paint Sts. Located at the junction of the Scioto River and Paint Creek, with many surrounding hills, it is one of the most picturesque locations in the whole state. Many beautiful drives are to be had in the vicinity, particularly in the Paint Valley. Just north of the city stands the elm tree marked by a monument under which Chief Logan delivered his famous speech later quoted by Thomas Jefferson. The oldest paper west of the Alleghanies, the Scioto Gazette, founded in 1800 by Nathaniel Willis, grandfather of N. P. Willis, poet, is still published in Chillicothe.

MILEAGES
 Total Intermediate
 0.0 0.0 **CHILLICOTHE**, Paint & Main Sts.

Start east on Main St., pass Court House, with trolleys, to

Route 366

Columbus Section

- 0.4 0.4 **Bridge St.**—large brick school on left; turn left with trolley cross RR. (0.6 m) and iron bridge;—(trolleys leave to right—0.8 m). Straight on, with telephone poles—(avoid road to the right—0.9 m), pass brick schoolhouse (1.9 m).
- 3.4 3.0 **POPETOWN.** Straight through to prominent
- 4.4 1.0 Left-hand road; turn left—telephone line goes straight ahead. Pass schoolhouse (6.0 m), through covered wooden bridge (7.7 m); **caution** for bad wooden bridge (8.3 m); bear left and right with road (8.5 m); pass brick school (on left—9.4 m); straight on passing school (12.9 m), and school (on right—16.2 m); cross 2 RRs. (18.4 m),—picking up trolleys from the right just beyond, and fol-
- 19.0 14.6 **CIRCLEVILLE,** Main & Court Sts.
Straight through on Court St., with trolley,—(avoid all intersecting roads); along RR. (22.9 m)—trolleys leave to the right. Pass brick school (on right—23.9 m) turning left with telephone poles (25.0 m), over iron bridge and covered wooden bridge; bearing right (26.1 m) to
- 27.7 8.7 **BLOOMFIELD.** Straight through, past brick school (30.9 m); bearing right over canal (31.1 m), cross long iron bridge (33.9 m); pass brick school (34.4 m), straight on (pass town of Chadville to the left—35.8 m) shortly running between the buildings of the Hartman Stock Farm, picking up trolleys (37.6 m); pass brick school (37.8 m); straight on along good macadam road, running onto High St., which follow across RR. (42.0 m), pass City Hall (on right—44.1 m) to center of
- 44.6 16.9 **COLUMBUS,** Broad & High Sts., State Capitol on right.
Southern Hotel, S. High & Town Sts.
Chittenden Hotel, N. High & Spring Sts.
Hotel Hartman, Main & Fourth Sts.
Ritter & Borst Garage, 35 W. Mound St.
Central Ohio Motor Car Co., 61 E. Spring St.
The Snyder Auto Co., 765 E. Long St., **Stock Michelin Tires.**
Hudson Sales Company, 241 N. Fourth St., **Stock Michelin Tires.**
For city map, see page 656. For diverging routes, see **Index map**, page 655.
For through connections, see **Trunk-line Index map**, front of book.

Route 366—Columbus to Parkersburg, W. Va.—112.7 m.

Route map, page 655

Reverse route, No. 366R

Via Lancaster and Nelsonville. Mostly good gravel or stone roads with short stretches of good natural road, through pretty country.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 656.)

0.0 0.0 **COLUMBUS,** High & Broad Sts.

From the Capitol on the left go south with one line of trolley.

- 0.4 0.4 **Main St.**; turn left with one branch of trolley, crossing long iron bridge (3.4 m). **Caution not to pass**
- 3.5 3.1 Right-hand road immediately after crossing bridge; turn right, leaving trolley, crossing RR. (5.7 m), jogging left over long iron bridge and immediately left just beyond (8.1 m), avoiding all angling roads to the left and right, straight ahead with telephone line, crossing RR. (13.8 m).

- 14.1 10.6 **WINCHESTER.** Peoples Bank on right. Turn right, crossing RR.
- 14.2 0.1 First left-hand road; turn left.
- 14.5 0.3 End of road; turn right, going through covered bridge just beyond.
- 14.8 0.3 Left-hand road just beyond covered bridge; turn left.
- 17.6 2.8 Fork; bear right with telephone lines, crossing RR. at **Carroll Station** (20.5 m).
- 20.7 3.1 Right-hand road; turn right along trolley, passing church and cemetery (on left—24.3 m).
- 25.0 4.3 End of road; turn left, passing cemetery (on left—28.1 m), picking up trolley and running onto brick pavement (28.5 m), same thorofare becoming Columbus Ave.
- 29.3 4.3 **Broad St.**; turn left with trolley, follow same to center of
- 29.4 0.1 **LANCASTER.** Post Office on far right.
The Anderson Auto Co., 132 S. Columbus St., Stock Michelin Tires.
- Straight through with trolley. **Caution not to pass**
- 29.8 0.4 4-corners; turn right, leaving trolley, crossing RR. (30.1 m) and again (30.2 m), going over iron bridge (30.3 m).
- 30.7 0.9 End of road; turn left and immediately right just beyond with poles.
- 31.3 0.6 Fork; bear left with poles, avoiding road to the left, which goes through covered wooden bridge (34.7 m), passing road to the left leading to **Sugar Grove** (36.7 m), crossing RR. (36.9 m).
- 40.3 9.0 Left-hand road; turn left with poles.
- 40.5 0.2 **ROCKBRIDGE.** Turn right, crossing RR. (41.3 m).
- 42.8 2.3 End of road; turn left with telephone poles.
- 43.8 1.0 Fork; bear left, swinging sharp right with road at white church (on left—43.9 m), crossing RR. at **Enterprise Station** (44.0 m), going over long iron bridge (44.1 m), swinging sharp right with road immediately beyond, crossing long concrete bridge (47.2 m), running onto brick pavement (47.6 m).
- 48.3 4.5 4-corners in **Logan**; big red brick church on left; turn right 3 blocks through town.
- 48.5 0.2 End of street; turn left immediate, passing grain elevator (on right), going under RR. (49.1 m), picking up gravel (51.0 m), going straight through **Haydenville** (55.1 m), going under RR. (55.2 m), crossing RR. (57.2 m).
- 60.8 12.3 Right-hand road at red brick school-house; turn right.
- 60.9 0.1 **NELSONVILLE.** End of street. Turn left along motor car RR.
- 61.0 0.1 End of road; turn right, following along motor car RR.
- 61.1 0.1 Fork; school-house in center; bear right, crossing RR. (61.3 m), leaving brick pavement and picking up stone road (61.8 m).

MOTORISTS OFFICIAL GARAGE

URA BUTCHER, Prop.

70 E. STATE STREET, ATHENS, OHIO

MACHINE WORK

∴

SUPPLIES

∴

STORAGE

Both Phones

One Block and a Half from Hotel

- 63.6 2.5 3-corners; bear right immediately, crossing RR., jog left across iron bridge and immediately right, crossing RR. at **Sunday Creek** (65.1 m), passing school-house (on left—67.3 m), crossing RR. at **Circle Hill** (67.5 m).
- 68.3 4.7 3-corners; bear right with telephone poles, going through covered wooden bridge and crossing RR. (68.6 m), going straight through **The Plains**. Post Office on right, church on left (72.0 m), swinging right with road (72.2 m).
- 72.4 4.1 End of road; turn left, crossing RR. at telegraph tower (on left—72.9 m), going through covered wooden bridge (73.0 m).
- 73.1 0.7 4-corners; turn left across bridge and immediately right with road, passing Fair Grounds (on left) just beyond, crossing RR. (74.2 m), swinging right and immediately left with road.
- 74.5 1.4 **ATHENS**, 4-corners. Park on far right. Turn left.
Ura Butcher's Garage, 70 E. State St.
R. C. Fulton & Co., Stock Michelin Tires.
- 74.8 0.3 End of road; turn right immediately, crossing trolley and follow along same.
- 75.0 0.2 End of road; turn left, leaving trolley.
- 80.8 5.8 Fork; church on left; bear right downgrade, crossing RR. at **Canaanville Station** (81.0 m), crossing RR. (81.3 m), swinging along bank of river and RR.
- 85.8 5.0 **GUYSVILLE**, 4-corners. Turn right immediately, crossing RR., going through covered bridge (86.0 m).
- 87.2 1.4 Fork; bear left, swinging sharp left with road (88.6 m).
- 88.8 1.6 Fork; bear right with main travel.
- 91.9 3.1 End of road; turn left, bearing right through irregular 4-corners just beyond.
- 95.7 3.8 End of road; bear left, picking up telephone poles, bearing right with same (96.4 m), straight through **Coolville**; school-house on right (96.9 m), going downgrade through covered bridge (97.2 m).
- 98.9 3.2 3-corners; bear left with telephone poles, going up sharp grade (99.3 m).
- 99.7 0.8 End of road; bear right with telephone poles, passing church and cemetery (on right—100.2 m), going down hill, swinging to the right with road and immediately left (103.3 m), going through 2 covered wooden bridges (103.6 m), swinging left with road and crossing RR. at **Little Hocking** (104.3 m), swinging right with road just beyond, going over long iron bridge (104.5 m).
- 105.2 5.5 End of road just after going up sharp grade; turn right.
- 105.4 0.2 End of road; cemetery on right; turn left.

MOTORISTS OFFICIAL HEADQUARTERS

LOGAN CARRIAGE & AUTOMOBILE CO.

4TH & JULIAN STREETS, PARKERSBURG, W. VIRGINIA

Absolutely Fireproof	Storage	Machine Work	Full Line of Accessories and Tires
Bell Phone 52 R			W. Va. Phone 396

- 105.6 0.2 First right-hand road; turn right on winding but direct road through rolling country, crossing RR. (106.8 m), passing cemetery (on left—109.4 m).
- 110.7 5.1 Right-hand branch road; bear right with telephone poles; keep straight ahead, going downgrade and swinging right with road (110.9 m) and immediately left with road
- 112.2 1.5 4-corners; turn right 1 block.
- 112.3 0.1 End of road; turn left down sharp grade to ferry landing (charge 50c). After leaving ferry, go straight ahead immediately turning right with road.
- 112.5 0.2 Immediately after passing station (on right) turn left with trolley on Ann St.
- 112.6 0.1 **Third St.**; turn right with trolley, follow same to center of
- 112.7 0.1 **PARKERSBURG, W. VA.** Court House straight ahead.

Logan Carriage & Auto Co., Fourth & Julian Sts.

For diverging routes, see Index map, page 655.

Route 366-R—Parkersburg to Columbus—112.7 m.

Route map, page 655

Reverse route, No. 366

Via Nelsonville and Lancaster. Mostly good gravel or stone roads with short stretches of good natural road, through pretty country.

MILEAGES
 Total Intermediate
0.0 0.0 **PARKERSBURG, Market & 3rd Sts.**

From rear of Court House go west on 3rd St., with trolley.

- 0.1 0.1 **Ann St.**; turn left with trolley, turning right with trolley just beyond at station and left with road to ferry landing (ferry 50c). Leaving ferry, go straight up sharp grade.
- 0.4 0.3 First right-hand road (road ahead poor); turn right to
- 0.5 0.1 First left-hand road; turn left, swinging right with road and immediately left, up sharp grade (1.7 m).
- 2.0 1.5 End of road; turn left, picking up telephone poles, passing cemetery (on right—3.3 m), over RR. (5.9 m), on winding road through rolling country.
- 7.1 5.1 End of road; turn left.
- 7.3 0.2 First right-hand road; turn right, picking up poles, passing cemetery.
- 7.5 0.2 First left-hand road; turn left downgrade, crossing long iron bridge (8.2 m), swinging left with road and crossing RR. at **Little Hocking** (8.4 m), swing right with road immediately beyond, along river bank, crossing covered bridge (9.0 m), and again (9.2 m); turn right with road and left upgrade (9.4 m). Avoid road to the left (9.7 m) and road to the right (10.5 m), passing church and cemetery (on left—12.5 m).

- 13.0 5.5 Fork; bear left with telephone poles, going up sharp grade (13.2 m).
- 13.8 0.8 Fork; bear right with telephone poles, going through covered wooden bridge (15.5 m), and up sharp grade, passing straight through **Coolville** (15.8 m); school on left.
- 16.3 2.5 Fork; signboard; turn left with telephone poles.
- 17.0 0.7 Fork; bear right, going upgrade just beyond. Avoid road to the right (17.7 m). Bear left, three irregular 4-corners (20.7 m).
- 20.8 3.8 First right-hand road just beyond irregular 4-corners; turn right.
- 23.9 3.1 End of road; turn left and right with road just beyond.
- 25.5 1.6 Fork; bear right, going through covered wooden bridge (26.7 m), crossing RR. at **Guysville** Station.
- 26.8 1.3 **GUYSVILLE**, 4-corners. Turn left, swinging along RR. and river bank, crossing RR. (31.4 m) and again (31.7 m), passing **Canaanville** Station (on left—31.8 m), going up long grade, passing church (on right—31.9 m).
- 37.7 10.9 Right-hand road; turn right, picking up trolley; trolley leaves to the right immediately beyond.
- 37.9 0.2 Left-hand road; turn left, passing livery (on right)
- 38.2 0.3 **ATHENS**, 4-corners. Park on far left.
 Ura Butcher's Garage, 70 E. State St.
 R. C. Fulton & Co., Stock Michelin Tires.
 Turn right, jogging right and immediately left with road just beyond, crossing RR. at **Athens** Station (38.5 m), passing Fair Grounds (on right—38.9 m), swinging left with road (39.5 m), crossing iron bridge.
- 39.6 1.4 4-corners; turn right, going through covered bridge (39.7 m), crossing RR. at telegraph tower (on right—39.8 m).
Caution not to pass
- 40.3 0.7 Right-hand road; turn right, swinging left with road (40.5 m), going straight through **The Plains**. Post Office on left, church on right (72.0 m), crossing RR. and going through covered bridge (44.1 m).
- 44.4 4.1 3-corners; bear left with telephone poles, crossing RR. at **Circle Hill** (45.2 m), passing school-house (on right) just beyond, crossing RR. at **Sunday Creek** (47.6 m), swinging left, crossing bridge and immediately right (48.2 m), passing cemetery (on right—49.0 m).
- 49.1 4.7 3-corners just after crossing RR.; bear left, swinging along motor car RR., picking up brick pavement (50.9 m), passing school-house (on right—51.6 m), avoiding angling road to the left just beyond.
- 51.7 2.6 Left-hand road; turn left along motor car RR.
- 51.8 0.1 **NELSONVILLE**. Turn right 1 block to red brick school-house just ahead; turn left, picking up stone pavement (52.2 m).
- 52.8 1.0 Fork; bear left with stone road, crossing small iron bridge, crossing RR. (55.5 m), going under RR. (57.5 m), straight through **Haydenville** (57.6 m).

THE ANDERSON AUTOMOBILE COMPANY

On All Official Routes
132 So. COLUMBUS ST. LANCASTER, OHIO

Fire Proof Storage.

Repair Work and Supplies.

Vulcanizing, etc.

Stock of Tires on Hand

Both Phones: Bell 89; Citizens 376

- 58.0 5.2 Fork; bear left with main travel and poles, going under RR. (63.6 m).
- 64.2 6.2 Right-hand road; turn right on brick pavement, straight through **Logan** (64.3 m).
- 64.4 0.2 4-corners; big red brick church on far left; turn left, leaving brick, picking up gravel (65.1 m), cross long concrete bridge (65.5 m), swing left with road immediately, crossing long iron bridge (68.5 m), crossing RR. at **Enterprise Station** (68.7 m), swinging sharp left with road at white church (68.8 m), and immediately right just beyond.
- 69.9 5.5 Right-hand road; turn right with stone and poles, crossing RR. (71.4 m).
- 72.2 2.3 **Rockbridge**, 4-corners. Turn left with poles.
- 72.4 0.2 End of road; turn right, crossing RR. (75.8 m), avoiding road to the right leading to **Sugar Grove** (76.0 m).
- 81.9 9.5 End of road; turn left and immediately right just beyond, with poles, crossing iron bridge (82.4 m) and RRs. (82.5 m & 82.6 m), Main St.
- 82.9 1.0 4-corners; turn left, picking up trolley, which follow to center of
- 83.3 0.4 **LANCASTER**, Main & Broad Sts.
The Anderson Auto Co., 132 S. Columbus St., Stock Michelin Tires.
Straight ahead with trolley.
- 83.4 0.1 **Columbus Ave.**; turn right with one set of trolleys. Trolley and brick pavement ends (84.2 m).
- 84.6 1.2 Fork; cemetery on right; bear left onto gravel.
- 87.7 3.1 Right-hand road just before RR. crossing; turn right with telephone poles, passing church (on right—88.4 m), picking up trolley (91.6 m).
- 92.0 4.3 End of road; turn left, leaving trolley, crossing RR. at **Carroll Station** (92.2 m), going downgrade and swinging to the left (95.1 m).
- 97.9 5.9 End of road; turn right immediately, going through covered wooden bridge.
- 98.2 0.3 Left-hand road; turn left.
- 98.5 0.3 4-corners; turn right immediately, crossing RR.
- 98.6 0.1 **WINCHESTER**. Turn left, passing Peoples Bank (on left), crossing RR. (98.9 m), straight ahead with telephone poles on main traveled road, avoiding all angling roads to the right and left, passing cemetery (on left), church and school-house (on right—103.5 m), jogging left across long iron bridge and immediately right (104.6 m), crossing RR. (107.0 m).

Route 367

Columbus Section

- 109.2 10.6 End of road; turn left onto Main St., picking up trolley.
 112.3 3.1 **High St.**; turn right with trolley, follow same to center of
 112.7 0.4 **COLUMBUS**, High & Broad Sts. Capitol on right.

Hotel Hartman, Main & Fourth Sts.

Southern Hotel, S. High & Town Sts.

Chittenden Hotel, N. High & Spring Sts.

Central Ohio Motor Car Co., 61 E. Spring St.

Ritter & Borst Garage, 35 W. Mound St.

The Snyder Auto Co., 765 E. Long St., **Stock Michelin Tires.**

Hudson Sales Company, 241 N. Fourth St., **Stock Michelin Tires.**

For city map, see page 656. For diverging routes, see **Index map**, page 655.

For through connections, see **Graphic Trunk-line Chart**, inside front cover.

Route 367—Zanesville to Parkersburg, W. Va.—77.1 m.

Route map, page 655

Reverse route, No. 367R

This trip should not be attempted in wet weather. Under settled weather conditions it is, however, a very beautiful trip with fair natural road and beautiful scenery, first running along bank of river and then up onto bluffs above same. **Caution** should be used for many dangerous railroad crossings.

MILEAGES

Total Intermediate

- | | | |
|------|-----|--|
| 0.0 | 0.0 | ZANESVILLE , Main & 4th Sts. |
| | | From Court House (on left) go east with trolley. |
| 0.1 | 0.1 | Sixth St. ; turn right with one set of trolley. |
| 0.3 | 0.2 | Marietta St. ; turn left, meeting trolley. |
| 0.5 | 0.2 | Wayne Ave. ; turn right on brick pavement, following same along bank of river; brick ends (4.1 m), passing Duncan Fall P. O. (on left—8.4 m). |
| 8.5 | 8.0 | 4-corners; turn right immediately, crossing two bridges and RR. |
| 8.7 | 0.2 | End of road; turn left, passing Philo Station (on left—8.9 m). Straight through Philo (9.2 m). Caution for dangerous left-and-right, jog across RR. (11.2 m), going through covered bridge (11.5 m). |
| 13.4 | 4.7 | End of road; turn right. |
| 13.6 | 0.2 | 4-corners immediately before RR. crossing; turn left, jogging right and immediately left across RR. (14.3 m). |
| 14.4 | 0.8 | Left-hand branch road; turn left immediately, going through covered bridge. |
| 15.4 | 1.0 | End of road; at Stones , jog left across RR. and immediately right, following winding road along river bank through several covered bridges, passing Durant Station (on right—18.2 m), Eglesport Station (on right—19.3 m); cross RR. (20.0 m) and again (20.3 m), jogging right and left with road (23.5 m). |
| 23.6 | 8.2 | End of road; turn right and immediately left, going under RR. (24.1 m), crossing RR. (24.5 m). |
| 26.4 | 2.8 | Right-hand road; sawmill on right; turn right immediately, crossing RR. |

33

LEAD, tin and antimony melted together and run into a mould make printers' type. Some so-called "Speed indicators" are moulded in the same manner. No wonder they can be sold cheap. The Warner Auto-Meter, "The Aristocrat of Speed Indicators," is made like a jeweler's or ship's chronometer. It's a true Instrument and an accurate, reliable and durable speed indicator.
WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

MORGAN COUNTY GARAGE

NEAR THE BRIDGE

McCONNELLSVILLE, :: OHIO

- 26.5 0.1 End of road; turn left immediately, passing red brick school-house (on right).
- 27.0 0.5 **MALTA.** Turn left, crossing RR.
- 27.1 0.1 End of road; turn right to first left-hand road immediately beyond. Turn left across long iron bridge to center of
- 27.3 0.2 **McCONNELLSVILLE.** Court House on left.
Morgan County Garage Co.
Straight through, passing band stand (on left—27.6 m), going through covered bridge (27.8 m).
- 27.9 0.6 End of road; turn left immediately, swinging right with road beyond over concrete bridge (28.2 m) and immediately up long, winding grade. **Caution not to pass**
- 29.9 2.0 Right-hand branch road; turn right.
- 32.8 2.9 Right-hand branch road; store in center; turn right, going straight ahead through **Neelyville** on winding road. Avoid left-hand branch road at cemetery (33.1 m).
- 34.8 2.0 Fork; church and cemetery in center; bear right, going down long, winding hill, passing school-house (on right—36.3 m), down grade (36.8 m), through covered bridge (37.0 m).
- 37.3 2.5 Right-hand road immediately before bridge; turn right, swinging immediately left with road.
- 38.2 0.9 Left-hand road; turn left immediately, crossing iron bridge, passing cemetery (on left—38.7 m).
- 38.9 0.7 Fork; bear left immediately, going through two covered wooden bridges, swinging along left-hand bank of river, jogging left and immediately right with road (40.4 m).
- 42.0 3.1 Left-hand road; concrete house on right; turn left, going straight through **Beverly**, picking up trolley (43.4 m). Trolley leaves to the left (44.2 m) and comes in from the left (45.9 m). Following straight ahead with same, pass through covered wooden bridge (49.3 m), jogging left and immediately right where trolley leaves to the left (52.0 m), swinging right with road across iron bridge (52.2 m).
- 52.9 10.9 **LOWELL.** End of road; turn right, crossing trolley (56.6 m). **Caution** for long, winding downgrade (57.3 m) and upgrade (57.7 m).
- 58.3 5.4 Left-hand road; turn left, picking up transmission line, crossing trolley (58.7 m), swinging left with road and transmission line (59.0 m), passing church (on left—59.9 m), crossing trolley (60.9 m) and again (61.5 m). Swing left with road (61.6 m), picking up brick pavement and

MARIETTA MOTOR CAR CO.Masonic Temple, **MARIETTA, OHIO**

Fireproof Storage. Supplies. Machine Shop in Connection.

- passing park (on right—62.5 m), same thoroughfare becoming Front St., which follow to the center of
- 62.6 4.3 **MARIETTA**, Putnam & Front Sts.
Marietta Motor Car Co., 308 Front St.
Straight ahead on Front St., with trolley, crossing RR. (62.7 m).
- 62.9 0.3 End of street; turn left with trolley.
- 63.1 0.2 Turn right on Green St. with one branch of trolley and immediately beyond turn left over long iron toll bridge (toll 30c).
- 63.7 0.6 Immediately after leaving bridge, turn right.
- 63.9 0.2 First left-hand road; turn left.
- 64.0 0.1 First right-hand road after crossing RR.; turn right, crossing RR. again (64.5 m); straight ahead on sandy road, swinging left across bridge and immediately right with road (65.7 m), picking up trolley from the left (65.8 m) and following same straight through **Boaz P. O.** (on left). **Caution** for downgrade, going under trolley and immediately right up long grade (68.3 m), crossing trolley (68.9 m) and again (69.5 m).
- 69.8 5.8 End of road at school-house; turn right immediately, crossing trolley.
- 70.6 0.8 End of road; turn right.
- 71.0 0.4 Fork; bear left; cross RR. (72.4 m) and again (73.4 m).
- 73.5 2.5 3-corners; Parkersburg Machine Co. in center; bear right, bearing left with main travel (73.6 m).
- 73.8 0.3 End of road; bear right, avoiding all angling roads, straight ahead, picking up brick (75.3 m), same thoroughfare becoming Murdock St.
- 76.6 2.8 Stone monument (on left); bear right onto Ann St., going under RR. (76.7 m).
- 76.9 0.3 **Third St.**; turn left, picking up trolley and follow same to Court House, center of
- 77.1 0.2 **PARKERSBURG, W. VA.**, Market & 3d St.
Logan Carriage & Auto Co., Fourth & Julian Sts.
For diverging routes, see **Index map**, page 655.

Route 367-R—Parkersburg to Zanesville, Ohio—77.1 m.

Route map, page 655

Reverse route, No. 367

This trip should not be attempted in wet weather. Under settled weather conditions it is, however, a very beautiful trip with fair natural road and beautiful scenery, first running along bank of river and then up onto bluffs above same. **Caution** should be used for many dangerous railroad crossings.

MILEAGES
Total Intermediate0.0 0.0 **PARKERSBURG**, Market & 3rd Sts.

From rear of Court House go west on 3rd St., with trolley.

0.2 0.2 **Ann St.**; turn right—trolley turns left—going under RR.

Columbus Section

Route 367 R

- 0.5 0.3 Fork; monument in center; bear left, picking up trolley onto Murdock St., crossing 2 RRs. (3.1 m).
- 3.3 2.8 Fork; bear left, leaving telephone poles, swinging right with road (3.5 m), passing Parkersburg Machinery Co. (on right—3.7 m), crossing RR. (3.8 m); trolley leaves to the right (4.4 m). Cross RR. (4.7 m), bearing right with road (6.1 m), crossing trolley (6.4 m).
- 6.5 3.2 First left-hand road after crossing trolley; turn left on winding road.
- 7.3 0.8 Left-hand road immediately beyond trolley crossing; school-house (on right); bear sharp left, swinging right with trolley just beyond, going down steep grade.
- 8.4 1.1 End of road; jog left under trolley and immediately right, straight through **Boaz** (8.9 m).
- 11.3 2.9 End of road; turn sharp left, crossing iron bridge, swinging right with road immediately beyond, coming along RR. track and crossing RR. (12.6 m).
- 13.1 1.9 End of road; turn left immediately, crossing RR.
- 13.2 0.1 First 4-corners; turn right.
- 13.4 0.2 End of road; turn left, crossing long iron toll bridge (toll 30c). Immediately after leaving bridge, turn sharp right 1 block.
- 14.1 0.7 **Green St.**; turn left with trolley.
- 14.2 0.1 Right-hand street; turn right onto Front St. with trolley, crossing RR. (14.4 m) to center of
- 14.5 0.3 **MARIETTA**, Front & Putnam Sts.
 Marietta Motor Car Co., 308 Front St.
 Straight ahead on Front St., passing park (on left—14.6 m), swinging right with road (15.5 m). Trolley comes in from the right and leaves immediately to the left (15.6 m). Straight ahead with telephone poles, running along bank of river; avoid angling road to right at church (17.2 m).
- 18.1 3.6 Right-hand branch road; turn right with heavy line of telephone poles away from river, crossing trolley (18.4 m).
- 18.8 0.7 Irregular 3-corners; bear right shortly, going up long, winding grade (19.4 m), jogging left across trolley and immediately right (20.5 m).
- 24.2 5.4 **LOWELL**. Turn sharp left, passing sawmill (on left—24.3 m); jog right across iron bridge and immediately left (24.9 m).
- 25.1 0.9 End of road; jog left and immediately right, going through covered bridge (25.8 m), swinging along bank of river with trolley, passing cemetery (on left—30.4 m). Trolley leaves to the right (31.2 m), comes in from the right (32.9 m). Straight through **Beverly** where trolley ends (33.7 m).
- 35.1 10.0 End of road; concrete house straight ahead; turn right, jogging left across iron bridge and immediately right (36.7 m), going through covered wooden bridge (37.8 m);

Route 367 R

Columbus Section

- bear right with road immediately after going through second covered wooden bridge (38.2 m), avoiding angling road to the right at cemetery (38.4 m).
- 38.9 3.8 End of road; turn right, swinging sharp right with road (39.7 m).
- 39.8 0.9 End of road; turn left, going through covered bridge (40.1 m) up hill (40.3 m), passing school-house (on left—40.8 m), going up winding grade (41.3 m), bearing left at church and cemetery (on right—42.3 m), straight through **Neelyville** (43.2 m).
- 44.3 4.5 End of road; store on right; turn left, running onto stone road (46.9 m).
- 47.2 2.9 End of road; turn left, going down long, winding grade, crossing concrete bridge (48.9 m).
- 49.2 2.0 Right-hand road; turn right, going through covered bridge (49.3 m), passing band stand (on right—49.5 m).
- 49.8 0.6 **McCONNELLSVILLE.** Court House on right.
Morgan County Garage Co.
Straight ahead over long iron bridge.
- 50.0 0.2 End of road; turn right and immediately left on first road, crossing RR. to center of
- 50.1 0.1 **MALTA.** Turn right.
- 50.6 0.5 Right-hand road; red brick school-house on left; turn right, crossing RR.
- 50.7 0.1 End of road; sawmill on left; turn left along bank of river, following along same, passing Children's Home (on left—51.6 m). **Caution** for dangerous RR. crossing (52.6 m). Swing sharp right under RR. and immediately left (53.0 m), jogging right and immediately left with road (53.5 m); jogging right and immediately left with road (53.6 m), swinging sharp left across RR. (56.8 m). **Caution** for dangerous RR. crossing (57.1 m), passing **Eglesport** Station (on left—57.8 m), going through covered bridge (57.9 m), passing **Durant** Station (on left—58.9 m), going through covered wooden bridge (61.6 m), jogging left across RR. and immediately right at **Stones** (61.7 m), downgrade through covered wooden bridge.
- 62.7 12.0 End of road; turn right, crossing RR. (62.8 m).
- 63.5 0.8 4-corners; **Meriam** Station on far left; turn right, swinging sharp left with road along bank of river (63.7 m), going through covered bridge (65.6 m), jogging left across RR. and immediately right (65.9 m), straight through **Philo** (67.9 m), passing **Philo Station** (on right—68.2 m).
- 68.4 4.9 First right-hand road after passing station; turn right, crossing RR. and 2 bridges.
- 68.6 0.2 First 4-corners; turn left, passing **Duncan Falls** (68.7 m), swinging along bank of river (on left), picking up brick pavement (73.0 m), straight ahead along bank of river, same thorofare becoming Wayne Ave.

- 76.6 8.0 **Marietta St.**; turn left, picking up trolley for short distance.
- 76.8 0.2 **Sixth St.**; turn right, picking up trolley.
- 77.0 0.2 **Main St.**; turn left and follow same to center of
- 77.1 0.1 **ZANESVILLE**, Main & 4th Sts. Court House on right.

Hotel Rogge.

Clarendon Hotel, Main & Fourth Sts.

Price Implement Co., 16 S. Sixth St.

C. A. Fritz, 19 N. 6th St., Stock Michelin Tires.

For diverging routes, see Index map, page 655.

TERRITORY EAST OF OHIO

VOLUME No. 1

NEW YORK AND CANADA

Carefully revised and in greater part rewritten, showing for the first time a complete exposition of all of the available motor routes in the Adirondack section, with connections into New England and Canada.

Particular attention has been paid to important routes in the rest of the state from Utica to Watertown, Elmira to Jamestown, Elmira to Ithaca and Binghamton to Port Jarvis, together with about double the number of connections from New York into Pennsylvania.

A revised and re-arranged Canada section will appear in this volume and all available lake and ferry connections into Canada will be shown.

VOLUME No. 2

NEW ENGLAND

A particular effort has been made to eliminate all errors in this most popular volume, which already seemed to have been as complete as possible. However, the splendid work being done upon the various state highway systems has altered, somewhat, the layout of routes in the various states, particularly in New Hampshire, whose trunk-line system will accurately appear in this volume. Extraordinary pains have been taken to improve the Boston section and many new and desirable routes in that vicinity will appear for the first time this year.

VOLUME No. 3

NEW YORK, PENNSYLVANIA AND SOUTH

Complete, revised, rearranged and rewritten with many new features added. This volume will include the long desired layout of routes in Western Pennsylvania, covering about five thousand miles of new routes never before properly charted.

New Jersey has not been neglected and more of her beautiful drives will be available to users of the BLUE BOOK. This volume will have an enlarged Southern section with the carefully prepared results of the editor's recent Southern trip. These notes will include all of the recommended routes in Virginia, North Carolina, South Carolina, Georgia and Florida, together with extension routes into adjoining states. Users of this edition may drive from New York to Florida via the Capital Highway, returning via the National Highway, with the opportunity of using connecting routes between the two at various points.



Hotel Courtland

CANTON :: OHIO

The only Strictly Fireproof Hotel in the City

Private Dining Rooms

Turkish Baths

Special Attention Given to Automobile Parties

Garages within one block of Hotel

Courtland Hotel Company

W. S. LANGFORD, President and Manager

T. C. RILEY, Vice President and Assistant Manager

WILSON MOTOR CAR CO.

514-524 North Cleveland Avenue
CANTON, OHIO



Strictly Fireproof

Accommodations for 300 cars. Same Prices to Tourists as
Local Customers

Both Phones

A. H. WILSON, Prop.

Hofbrau Haus

A RESTAURANT
FOR MEN ONLY

Ed. E. Bender, Proprietor

Court and Seventh Street

Canton, Ohio

WOLVERINE OIL

WOLVERINE LUBRICANTS CO. OF N.Y.
80 BROAD STREET

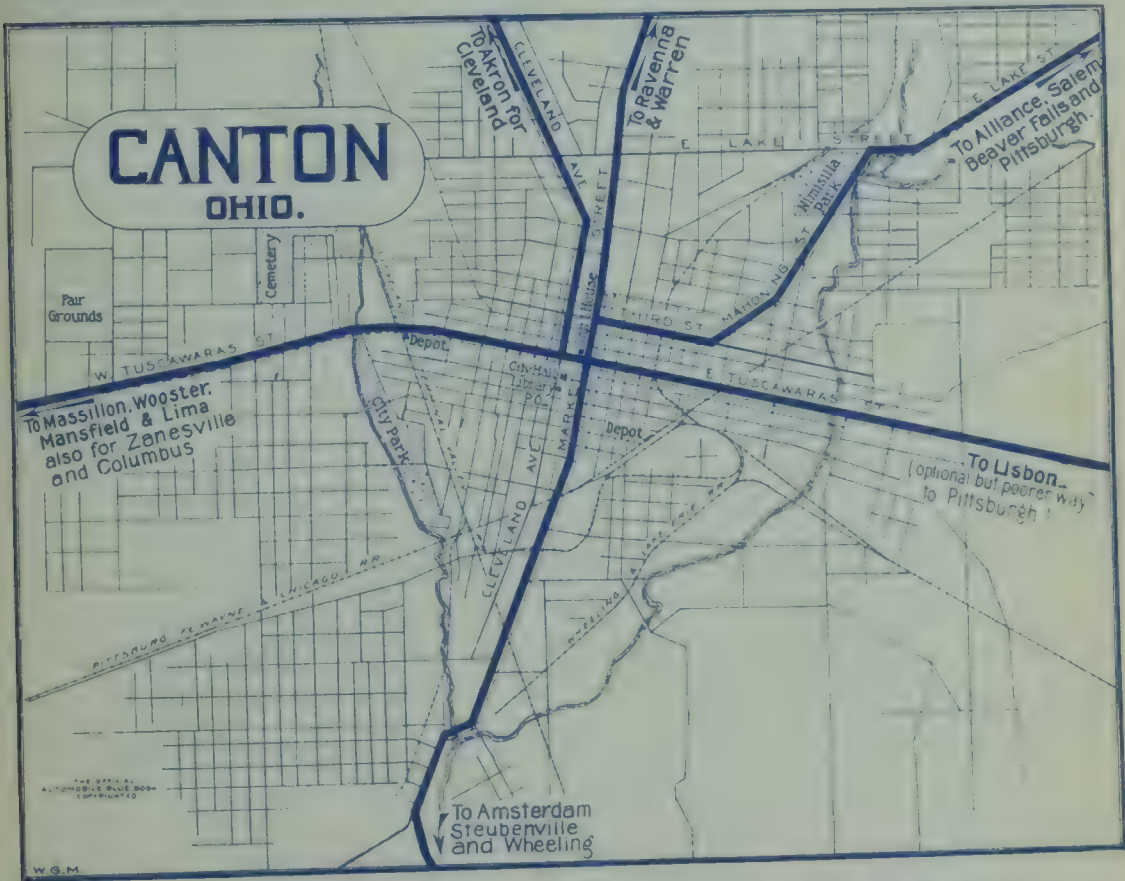
Clearest and cleanest oils are
freest from carbon, providing
they have sufficient body to
lubricate.

CANTON SECTION

ROUTES 371 to 380.

Route Center—The Court House at the intersection of Market and Tuscarawas Sts., is taken as the starting point for all routes from Canton, as it is not only in the center of the city and easily identified, but convenient to hotels and garages.

Points of Interest—Canton, county seat of Stark County, is undoubtedly best known as the home of the late Wm. McKinley, whose residence at the corner of North Market St. and Lewis Ave. is now used as Mercy Hospital. No tourists should leave Canton without visiting the McKinley Monument in West Lawn Cemetery. Canton is a thriving industrial city and numbered among its principal manufacturing interests are large plants of the Dueber-Hampden Watch Works, Diebold Safe & Lock Co., American Sheet and Tin Plate Co., Timkin Roller Bearing & Axle Co. Three miles northwest of the City at Myers Lake Park is one of the largest summer resorts in Ohio.



Route 371—Canton to Cleveland, O.—57.5 m.

Route map, page 655

Reverse route, No. 386

Via New Berlin, Akron and Brecksville; over somewhat rolling country. The first part of the distance on gravel road, with one or two stretches of dirt; most of the road between Akron and Cleveland being macadam or brick.

Improvements are being made on this route to Cleveland, which may make the following directions slightly confusing, after leaving Akron. We understand that instead of turning right at 29.1 m the new road will continue ahead a little over 1 mile to 4-corners, where turn right on macadam, going straight into Ghent, from which point the old directions will apply.

MILEAGES
Total Intermediate

- 0.0 0.0 **CANTON**, Public Square, Market & Tuscarawas Sts.
- 0.1 0.1 From Court House go west 1 block on Tuscarawas St.
- 0.1 0.1 **N. Cleveland Ave.**; turn right, following trolley on direct road through **New Berlin** (5.0 m), **Greentown** (9.1 m) and **Uniontown** (12.5 m) (trolley leaves to the left—14.6

Route 371

Canton Section

m); keep straight ahead through diagonal cross-road (15.7 m), passing brick school (on right), through cross-road (16.6 m)—meeting trolley again (17.0 m), follow same past small lake (on left); straight through small village of **Springville** (17.8 m)—avoid road to the right (18.5 m); following trolley, curve left with main travel (19.4 m); running onto brick pavement (20.5 m), follow same on Market St. with trolley lines, across RR. (21.3 m); over RR. bridge (22.7 m) to center of

23.1 23.0 **AKRON**, Main & Market Sts.

West Hill Garage, 67 W. Market St., Stock Michelin Tires.
For city map, see page 740.

Continue straight through on Market St.—trolley and brick pavement ends (25.1 m—1909); straight ahead on macadam across RR. (26.8 m). **Take care not to pass**

29.1 6.0 Prominent right-hand road just after passing farmhouse with silo (on left); turn right, follow clay and dirt road, bearing left downgrade past school (on right)

31.4 2.3 **GHENT**. Turn right through small hamlet, following telegraph poles, straight through prominent 4-corners (33.7 m)—avoid road to the left, where telegraph line leaves (35.7 m); going straight through cross-road (37.2 m), running upgrade (38.5 m), bear slightly left—avoiding road to the right (38.8 m); continue straight north on direct road, running onto brick pavement (42.4 m),

42.8 11.4 **BRECKSVILLE**. Continue straight through across iron bridge (43.0 m), running up long grade, follow brick pavement through **Independence** (47.4 m). Just after running down long easy grade bear right across 2 RRs. (45.5 m), curving sharp left across RR. (49.8 m), bearing right just beyond upgrade, still on brick pavement, same thorofare becoming E. 71st St., running over RR. bridge (51.2 m); continue straight ahead to

52.7 9.9 **Broadway**; bear left—meeting trolley, follow same.

53.4 0.7 **E. 55th St.**, 6-corners; bear right, follow trolley line under RR. (53.8 m), running over RR. bridge (54.5 m).

54.9 1.5 **Woodland Ave.** Turn left with trolley, following same to

56.5 1.6 **E. 9th St.**, 5-corners; bear right with trolley.

57.2 0.7 **Euclid Ave.**; turn left, straight to center of

57.5 0.3 **CLEVELAND**, Monument Square.

Hollenden Hotel, E. Superior Ave.

The Auto Shop, 731 Vincent Ave.

For city map, see page 672. For diverging routes, see Index map, page 655.

For through connections, see Trunk-line Index map, front of book.

J. H. Anderson, 11207 Superior Ave.

Goss Supply Co., 8755 Broadway.

The Hupp Motor Sales Co., 1027 Chestnut Ave.

Lorain Clark Garage, 8901 Clark Ave.

Lucas & Christenson, 2189 E. 18th St.

Renz Motor Car Co., 6410 Detroit Ave.

The Tire Shop Co., 5120 Euclid Ave.

The Thornton & Broz Hardware Co., 3345 E. 55th St.

The Wentworth Motor Car Co., 11406 Euclid Ave.

**MICHELIN
TIRE
STOCKISTS
IN
CLEVELAND**

Route 372—Akron to Elyria, Ohio—41.6 m.

Route map, page 655

Reverse route, No. 301A

*Fine macadam road practically all the way. Somewhat rolling country.***MILEAGES**
Total Intermediate

(For this and optional exits, see city map, page 740.)

0.0	0.0	AKRON , Market & Main Sts. Start west on Market St. with trolley.
0.2	0.2	Fork; bear right with trolley—still on Market St.—up long grade (0.3 m), crossing RR. (3.6 m), avoiding angling roads to the right.
6.6	6.4	End of road; signboard; turn left. Caution for long, winding downgrade (9.0 m). Pass through Smith's Corners (10.6 m). Caution for long, winding upgrade (16.6 m), passing cemetery (on right—18.2 m).
18.6	12.0	MEDINA . Turn right one block, passing jail (on right), turning left at jail and passing park (on left). Straight out of town, crossing RR. (19.2 m), swinging left with road (22.4 m).
22.6	4.0	MALLET CREEK . Church on far right. Turn right, crossing RR. (22.8 m).
23.5	0.9	4-corners; turn left with macadam, passing school-house (on left—24.2 m).
24.3	0.8	Right-hand road immediately before RR. crossing; turn right, swinging immediately left with road across RR. (24.5 m), and immediately beyond under RR. Follow along RR., passing Erhart Station (on left—26.3 m).
26.4	2.1	ERHART . Straight through, following RR., passing school-house (on right—27.8 m) and bearing right through irregular 4-corners (28.5 m), leaving RR.
31.0	4.6	4-corners; turn left, passing cemetery (on right—32.6 m), through Grafton (34.1 m), crossing 2 RRs. at Grafton Station (34.3 m).
34.4	3.4	Right-hand road; turn right, crossing RR. (34.5 m) immediately beyond, picking up trolley from the right. Follow same on direct but winding road.
40.3	5.9	Fork; bear left with trolley onto 16th St.
40.6	0.3	Turn right onto Middle Ave., following same to center of
41.6	1.0	ELYRIA , Middle Ave & Broad St. Court House and park on left.

For city map, see page 584.

For Toledo, see Route No. 395.

Route 374—Canton, O., to Pittsburgh, Pa.—97.8 m.

Route map, page 616

Reverse route, No. 777

*Via Salem, Darlington and Beaver Falls. Over rolling country from Salem, on fairly good dirt roads, with some clay which is liable to be bad in wet weather.***MILEAGES**
Total Intermediate

(For this and optional exits, see Canton city map, page 699.)

0.0	0.0	CANTON , Public Square, Market & Tuscarawas Sts. From Court House (on left) go north 3 blocks on Market St. to
0.3	0.3	E. 3rd St. ; turn right, down slight grade, crossing RR. (0.5 m).
0.7	0.4	Mahoning St. , church (on right); turn left (trolley comes

Standard Auto Co. South end of viaduct, Ash St. ALLIANCE, OHIO

MOTORISTS OFFICIAL HEADQUARTERS

Machine Shop, Supplies and Accessories. Famous Oxyacetylene Welding Process in Connection.

- in from the left just beyond); follow same, curving left, past iron water-trough (on right—0.9 m) to farther side of park (on left).
- 1.6 0.9 **Lake St.** Turn right with trolley, crossing iron bridge just beyond (trolley and brick pavement ends, 1909—1.9 m). Continue straight ahead on good road, crossing trolley (2.5 m) and RR., iron bridge and trolley (6.8 m); straight ahead to center of
- 7.0 5.4 **LOUISVILLE**, iron water-trough on right; turn left, re-crossing trolley and RR. (7.2 m), following direct road with telephone poles to
- 9.8 2.8 Prominent diagonal cross-road; turn right with poles, follow same straight through **Harrisburg** (11.6 m) to first
- 12.3 2.5 Prominent 4-corners; turn right with telephone poles, follow main travel (poles leave to the left 1 mile beyond); continue on direct road, running downgrade, cross iron bridge (14.5 m); ascending corresponding grade just beyond, cross RR. (15.0 m)—meeting trolley (17.7 m), follow same straight ahead on brick pavement to southern edge of
- 18.4 6.1 **ALLIANCE** (trolley turns to the left on Arch St.), business center 1 mile to the left.

Standard Auto Co., Ash St., south end of viaduct.

Woods Engineering Co., Patterson St., **Stock Michelin Tires.**

Continue straight ahead on State St., follow direct road under RR. (19.8 m), straight through all cross-roads (trolley comes in from the left at **Damascus** (26.5 m), follow same straight ahead, cross RR. (31.4 m)

- 31.9 13.5 **SALEM**, Main & Broadway, fountain on right.

The Auto Cycle Co., 14 Main St., **Stock Michelin Tires.**

For full running directions the rest of the way into Pittsburg, refer to route No. 383, Cleveland to Pittsburg.

Route 375—Canton, Ohio, to Wheeling, W. Va.—85.8 m.

Route map, page 655

Reverse route, No. 755

Via Steubenville, Ohio. Through hilly country with beautiful scenery on good macadam road with stretches of good natural road swinging down along the bank of the river from Steubenville to Wheeling. A poor wet weather road.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 699.)

0.0 0.0 **CANTON**, Tuscawawa & Market Sts.

From Court House (on right) go south on Market St., with trolley, crossing RRs. (0.5 m, 0.7 m & 1.0 m).

- 1.3 1.3 Right-hand road; turn right with trolley immediately, swinging left with road and trolley (1.4 m); cross RR. where trolley leaves to the right (1.5 m).

- 1.7 0.4 Fork; roadhouse in center; bear left.

- 4.4 2.7 **INDUSTRY.** Left-hand road; road-house and watering trough on left; turn left, crossing bridges (4.5 m & 5.1 m) and RR. (5.2 m), running along shore of river, passing pumping station (on right across river—9.6 m). **Caution not to pass**
- 9.8 5.4 Left-hand road (road ahead leads to Sparta—sign “To Magnolia”); turn left. **Caution** for long, steep upgrade (10.3 m), jogging sharp right and left (11.3 m).
- 12.6 2.8 End of road; turn right immediately, crossing long iron bridge.
- 13.2 0.6 **MAGNOLIA.** Straight ahead 1 block.
- 13.3 0.1 Turn left; bank on left, crossing RR. (14.0 m), straight through **Morges Crossings** (16.1 m).
- 16.6 3.3 Fork immediately after going down sharp grade; bear left on winding road, straight through **New Harrisburg**. **Caution** for steep downgrade (22.9 m) and again (23.3 m).
- 23.9 7.3 4-corners; house on near right; turn right, avoiding road to the right (25.0 m). **Caution not to pass**
- 26.7 2.8 Left-hand road; turn left to first
- 26.9 0.2 4-corners; turn right, passing iron water tower (on right—27.0 m).
- 27.2 0.3 End of road; turn left, crossing RR. (27.4 m).
- 27.5 0.3 **CARROLLTOWN.** Park on right. Straight through, going down steep hill, avoiding road to the left (27.9 m), crossing small iron bridge (28.0 m) on winding and hilly road.
- 30.4 2.9 3-corners; bear left downgrade.
- 33.9 3.5 **HARLEM.** Right-hand road. Turn right and immediately left, going down sharp grade, avoiding road to the left (35.6 m), and road to the right (35.9 m), passing cemetery (on left—37.2 m).
- 39.5 5.6 End of road; turn right to center of
- 39.6 0.1 **AMSTERDAM.** Straight ahead, crossing iron bridge.
- 39.7 0.1 Fork; church in center; bear left, keeping left just beyond across RR. at **Amsterdam Station**, cross iron bridge (39.8 m).
- 41.3 1.6 Fork after passing coal mine (on right); bear left, swinging up steep grade (41.5 m) on winding road.
- 43.8 2.5 3-corners; bear right, picking up fine macadam, going straight through **East Springfield** (44.0 m), avoiding road to the right (45.0 m), following macadam on winding road through rolling country.
- 48.8 5.0 **RICHMOND.** Straight through
Sanders & Lewis, Stock Michelin Tires.
- 49.2 0.4 Fork; bear right with macadam.
- 51.2 2.0 Fork; bear left with macadam, avoiding road to the left (51.6 m).
- 52.9 1.7 Irregular diagonal 4-corners; bear left on macadam.
- 54.9 2.0 End of road; turn left, going straight through **Wintersville** (55.2 m).

Route 375

Canton Section

- 56.0 1.1 3-corners; bear left with macadam, going down long grade, crossing RR. and picking up trolley (55.1 m), same thorofare becoming Market St., which follow to
- 60.9 4.9 **STEUBENVILLE.** Court House on left.
The Automobile & Motor Boat Co., 143 S. 5th St., Stock Michelin Tires.
Turn right with one set of trolleys.
- 61.4 0.5 Right-hand road; turn right and immediately left with trolley. **Caution for very dangerous RR. underpass with sharp turn (61.7 m),** going up steep grade (62.0 m). **Caution** for sharp downgrade (63.3 m), picking up brick pavement (63.7 m).
- 64.0 2.6 3-corners; turn left with trolley, running under RR., turning right immediately beyond.
- 64.3 0.3 Fork; bear left with trolley, crossing iron bridge.
- 64.4 0.1 Fork; bear left, going under RR. (64.6 m).
- 67.3 2.9 **Caution** for dangerous left-hand turn under RR. and immediately right with trolley, passing straight through **Brilliant** (67.6 m).
- 67.7 0.4 End of road; turn right with trolley, which ends immediately beyond. Cross RR. (67.8 m), swinging left with road under RR. (67.8 m).
- 68.1 0.4 Right-hand road; turn right on macadam.
- 68.3 0.2 4-corners; turn left on macadam, crossing RR. (69.2 m).
- 70.3 2.0 Left-hand road immediately after going downgrade along RR.; turn left, passing **Rush Run Station** (on left—72.1 m).
- 72.2 1.9 End of road; turn left under RR., crossing another RR. immediately, swinging right with road running along bank of river (72.6 m), jogging right and immediately left with road (74.3 m).
- 74.4 2.2 End of road; turn right into **Warrenton** (74.5 m), straight ahead across RR. (74.6 m).
- 74.7 0.3 End of road; turn left. **Caution** for sharp right and left turns under RR.
- 75.4 0.7 End of road; turn left immediately, crossing RR.
- 75.6 0.2 Fork; bear left over long iron bridge into **Rayland**, straight through across RR.
- 75.7 0.1 Right-hand road; turn right, crossing RR. (76.3 m).
- 76.9 1.2 End of road; turn left.
- 77.1 0.2 Turn right with road, jogging left and immediately right along bank of river (77.5 m), picking up brick (78.0 m), crossing RR. (80.2 m), going under RR. and picking up trolley (80.3 m), crossing dangerous RR. (80.7 m).
- 80.8 3.7 End of road at toll gate; turn left, crossing trolley and going under RR. (80.9 m), running along RR. track. **Caution not to pass**
- 81.1 0.3 Right-hand road; turn right with main travel, turning sharp left immediately after going over RR. and under trolley (81.2 m).

Canton Section**Route 378**

- 81.8 0.7 Fork; bear right on brick pavement with trolley, same thorofare becoming 6th St.
- 83.0 1.2 **Zane St.**; turn left with trolley, jogging right and immediately left with trolley (84.5 m) to center of
- 84.6 1.6 **BRIDGEPORT.** Turn left immediately, crossing long iron toll bridge (toll 5c—84.6 m), passing car barns (on right 84.8 m). Trolley leaves to the right (85.1 m). Jog right and immediately left on Zane St., crossing long stone toll bridge (toll 5c), same thorofare becoming 10th St.
- 85.5 0.9 **Market St.**; turn right with trolley.
- 85.8 0.3 **WHEELING,** Market & 12th Sts.

The Hearne Motor Co., Fifteenth and McCulloch Streets, **Stock Michelin Tires.**
For city map, see page 1068. For diverging routes, see **Index map,** page 655.

Route 378—Canton to Zanesville—104.8 m.

Route map, page 655

Reverse route, No. 355

Via Philadelphia and Coshocton. Mostly gravel or good dirt roads all the way.

Descriptive Outline—Going straight west on Tuscarawas St., following trolley, route passes Mt. Maria Academy about half way to **Massillon.** This is a thriving industrial city, the home of the Croxton-Keaton Auto. Co., also a number of manufacturing interests largely connected with the production of steel and iron. From here southward the route follows very closely the old Ohio canal through **Canal Dover** and **New Philadelphia,** both of which became prosperous after the building of the canal. The route continues along the bed of the canal in the valley of the Tuscarawas River. At **Coshocton,** county seat of Coshocton County, are located the largest factories in the world devoted exclusively to the manufacture of advertising specialties, the largest of which are the American Art Works, H. D. Beech Co. and Novelty Advertising Co. The city is also the location of the Coshocton Glass Co. and Clow Co., the latter manufacturing steel castings. Not only is there connected with the city and vicinity a great deal of Indian lore, but through excavations which have been carried on there, it seems to have been determined beyond a doubt that not only mound builders had a village in the vicinity but some earlier tribe of pigmies as well. On Second St. in the city still stands the inn where the young Prince, afterwards King Louis III of France, was ejected upon remonstrating at being treated as an ordinary American. Continuing southeast the route is still along the old canal into **Zanesville** over the famous "Y" bridge. For points of interest in Zanesville see Route No. 355.

MILEAGES
Total Intermediate

(For this and optional exits, see Canton city map, page 699.)

- 0.0 0.0 **CANTON,** Tuscarawas & Market Sts., City Square. Go west on Tuscarawas St., passing Court House on right, crossing RR. (0.7 m). Fine view of McKinley Monument off to the right about ¼ mile. Continue straight on over iron bridge, follow trolley line on almost straight road, running downgrade on Main St. to center of
- 8.0 8.0 **MASSILLON,** Main & Erie Sts.
Wm. F. Wagner's Garage, 28 N. Erie St.
Massillon Motor Car Co., 74 S. Erie St., **Stock Michelin Tires.**
Turn left on Erie St., running under RR. (8.4 m) with trolleys, passing cemetery on each side of road (9.6 m) to
- 12.1 4.1 Right-hand branch road; turn right—leaving trolley—on direct road, cross RR. (13.1 m), bearing slightly right to center of
- 13.3 1.2 **NAVARRÉ,** 5-corners; go straight ahead, cross 2 RRs. and iron bridge, to
- 13.6 0.3 Right-hand road; RR. underpass straight ahead. Turn

- right, bearing left up heavy grade, running alongside trolley at top of same, cross RR. (14.4 m), over RR. bridge (14.8 m), cross RR. (15.2 m) to
- 15.9 2.3 End of road; curve left across trolley, re-crossing same just beyond to end of road at
- 16.3 0.4 **JUSTUS.** Turn left, cross trolley—slight grade—follow main telephone lines;
- 18.2 1.9 Jog left and immediately right, running downgrade, cross RR. and iron bridge (19.6 m) to principal street of
- 19.7 1.5 **BEACH CITY.** Turn right up slight grade through center of town to
- 19.9 0.2 Left-hand street; turn left with telephone line, to
- 20.8 0.9 End of road; turn left with poles to
- 21.6 0.8 End of road; turn right through covered wooden bridge and immediately left, running up heavy grade, past schoolhouse on right (22.1 m); meeting trolley (22.8 m), follow same to center of
- 24.8 3.2 **STRASBURG.** Straight through with trolley to
- 25.4 0.6 Prominent left-hand road; bear left, leaving trolley—cross small iron bridge. Cross RR. (26.0 m), brickyards (on left). (Road here is liable to be cut up a short distance.) Meet trolley again (27.2 m), follow same, shortly running onto Wooster Ave., which follow to
- 30.7 5.3 **CANAL DOVER,** Public Square. Continue through on Wooster Ave. with trolleys; bearing slightly left across iron bridge (31.0 m).
- 31.3 0.6 Left-hand road just beyond RR. crossing; turn left, with trolley, bearing right with same, past hospital (on left—31.8 m), to
- 32.4 1.1 Fork; turn left away from trolley, past Tuscarawas Park (on left), cross RR. (33.3 m) to
- 33.7 1.3 **High St.** Turn left to center of
- 33.9 0.2 **NEW PHILADELPHIA,** Public Square.
 Goodwin Auto Garage (Ed. Goodwin, Prop.), Stock Michelin Tires.
- Continue straight ahead on High St., bearing slightly left with trolley, running off onto brick pavement (34.9 m)
- 35.2 1.3 Right-hand road; turn right on branch road—leaving trolley, pass cemetery (on right—35.5 m) to
- 36.3 1.1 Left-hand road; turn left to next
- 36.7 0.4 4-corners; turn right. **Caution** for short stretch of bad clay in wet weather. Cross RR. and long concrete bridge (37.3 m), follow telephone poles, sharp right and left turn, cross small iron bridge (37.7 m), running downgrade across RR. (38.0 m) to
- 38.4 1.7 **BEIDLER.** Straight through small village, past wood schoolhouse (on left) and brick schoolhouse (39.7 m), bearing left, still with poles, past church and cemetery (on right—40.6 m), crossing iron bridge (40.8 m) to
- 40.9 2.5 Fork; curve right with main travel to center of

- 41.4 0.5 **TUSCARAWAS**, 3-corners; turn left, to
- 41.7 0.3 Prominent cross-roads, edge of town; turn right and follow, bearing left across iron bridge (42.2 m) to
- 42.7 1.0 End of road just after crossing long iron bridge; turn right, passing **Tuscarawas Station** (on left), shortly running along river bank on winding road. Bear left with telephone line, cross RR. (43.7 m), running along tracks for a short distance (44.6 m), bearing right with main travel (44.9 m) to center of
- 45.9 3.2 **GNADENHUTTON**, 4-corners, old common on left. Straight on 1 block, where turn right.
- 46.2 0.3 Left-hand road; turn left with telephone line, cross long iron bridge (46.4 m) to
- 47.0 0.8 Prominent right turn; turn right to RR. station at
- 47.4 0.4 **LOCK 17**. Cross tracks and wooden bridge, turning square left, following winding but direct road along right side of old canal bed to
- 51.4 4.0 **PORT WASHINGTON**. Straight through to
- 53.1 1.7 End of road; turn right and immediately left with telephone line, on winding but direct road, bearing left at foot of grade (55.3 m), cross RR. to
- 55.4 2.3 Right-hand road immediately beyond RR.; turn right with poles, past schoolhouse (55.7 m) and cemetery (57.3 m), crossing RR. (57.7 m) to southern edge of
- 57.9 2.5 **NEWCOMERSTOWN**, 4-corners; brick school on left. Continue straight ahead across long iron bridge (59.0 m), through covered wooden bridge (59.4 m), past brick school (on left—60.7 m), and school and church (on right—60.9 m), follow telephone line, past wood school (62.5 m) to
- 65.4 7.5 **WEST LAFAYETTE**. Straight through with telephone poles, bearing left away from RR. (66.7 m), pass schoolhouse (on left—67.5 m), follow winding but direct road with poles. **Caution** for dangerous RR. crossing (68.5 m). Down long winding grade (70.2 m), bearing left and then right past mining settlement, running onto brick pavement on Chestnut St., cross RR. (71.1 m) to
- 71.4 6.0 Fork; iron water-trough straight ahead; bear left on Main St. going straight ahead across RR. to center of
- 72.1 0.7 **COSHOCTON**, Court House on right.
 The Coshocton Automobile Co., Stock Michelin Tires.
 Continue on Main St. for 1 block beyond Court House.
- 72.3 0.2 2nd St.; turn left 2 blocks to
- 72.4 0.1 4-corners; turn right, follow direct road, bearing left along river;
- 74.3 1.9 Turn right through covered wooden bridge over Tuscarawas River and iron bridge over canal, turning square left with telephone line. Follow winding road along hillside, bearing right downgrade, and left through
- 76.8 2.5 **FRANKLIN**. Straight on, cross RR., close to canal most of the way to

Route 380**Canton Section**

- 78.9 2.1 **CONESVILLE**, brick school on right, brick church on left. Straight through, following main traveled road with telephone line—avoid road to the right—(79.5 m);
- 80.1 1.2 Curve left through covered wooden bridge, and immediately right on direct road to
- 82.6 2.5 **ADAMS MILLS**. Straight through small village to
- 82.8 0.2 Prominent left-hand road; turn left with poles, cross 2 RRs. to
- 84.0 1.2 Right-hand road; turn right with main line of telephone poles, shortly running along river bank on winding but direct road, crossing iron bridge (85.7 m) and RR. (87.5 m) to
- 87.9 3.9 3-corners; turn left, cross two iron bridges to
- 88.5 0.6 **DRESDEN**. Straight through, cross RR.—station on left (88.9 m), past steel mills, to first
- 89.5 1.0 Right-hand road; turn right, cross 2 RRs. (89.7 m), bearing left up long steep hill, follow telephone poles over rolling country to
- 92.9 3.4 Fork; turn left with poles, follow same on winding but direct road over rolling country.
- 96.0 3.1 Bear right, past brick school—avoiding road to left—still with poles, pass wooden schoolhouse (97.2 m), to
- 98.0 2.0 Fork; bear right, jogging slightly left and right (98.3 m) still on main traveled road, pass schoolhouse (on right—99.7 m), running onto brick pavement (102.0 m), following same on Maple Ave., picking up trolley (103.1 m) to end of street, at
- 103.9 5.9 **McIntyre St.** Jog left and immediately right onto Linden St., crossing RR. (104.0 m), running along RR. (104.5 m), bearing left across famous “Y” bridge over Muskingum River, running onto Main St., which follow to center of
- 104.8 0.9 **ZANESVILLE**, Main & 4th Sts., Court House on left.

Clarendon Hotel, Main & Fourth Sts.

Hotel Rogge.

Price Implement Co., 16 S. Sixth St.

C. A. Fritz, 19 N. 6th St., Stock Michelin Tires.

For diverging routes, see Index map, page 655.

Route 380—Canton to Lima, O.—153.4 m.

Route map, page 616

Reverse route, No. 325

Via Wooster, Mansfield and Bucyrus. First part to Mansfield over rolling country, with two or three heavy grades, on fairly good dirt roads with a few stretches of macadam. From Mansfield to Lima route is over more level country and largely stone pike.

MILEAGES (For this and optional exits, see Canton city map, page 699.)

Total Intermediate

0.0 0.0 **CANTON**, City Square, Market & Tuscarawas Sts.

From Court House (on right) go west on Tuscarawas St., follow trolley across RR. and iron bridge (0.8 m)—fine view of McKinley Monument over to the right. Where trolleys divide (1.7 m) keep straight ahead, bearing right with same (6.5 m), shortly running downgrade on E. Main St. Straight through center of

8.0 8.0 **MASSILLON**, Main & Erie Sts.

Wm. F. Wagner's Garage, 38 N. Erie St.

Massillon Motor Car Co., 74 S. Erie St., Stock Michelin Tires.

Continue straight ahead on Main St., crossing 2 RRs.

8.5 0.5 Fork, trolley divides; bear right on Wooster St., following trolley straight through **Brookfield** (10.2 m) (macadam ends, 1909—11.3 m); go straight ahead through **Greenville** (13.2 m) (trolley ends); cross RRs. (13.7 m & 16.2 m); keep direct road through **Dalton** (17.1 m); straight through 4-corners (17.7 m), crossing RR. and iron bridge (19.6 m).

19.8 11.3 Fork, in middle of grade; bear right, continue upgrade with telephone poles; cross RR. at **E. Union** (23.4 m), running down long grade across iron bridge (26.9 m); continue straight ahead up long heavy grade, follow direct road over rolling country. At foot of winding downgrade bear right across iron bridge (28.9 m).

29.6 9.8 Right-hand road; turn right across RR. and immediately left at station (on right); straight ahead on Liberty St. to center of

30.1 0.5 **WOOSTER**, Liberty & Market Sts., City Square on right. Continue straight through on Liberty St., bearing right (30.5 m).

30.7 0.6 4-corners at farther side of fairgrounds; turn left, follow direct road across RR. (30.9 m & 31.5 m); caution for last crossing. Over several iron bridges—avoiding road to the right (32.3 m); continue up long heavy grade, going straight through **Jefferson** (34.5 m) and **Reedsburgh** (39.0 m), over very rolling country;

40.1 9.4 Fork; bear right, shortly running upgrade; straight through small village of **Jeromeville** (43.8 m), crossing RR. (44.0 m)—avoid road to the right (44.3 m); keeping straight ahead, following telephone poles, bearing right with same at (46.0 m & 47.6 m); through **Hayesville** (48.2 m); caution for a very heavy upgrade (52.5 m); continue on direct road, straight through **Mifflin** (53.7 m), winding to the left and right up heavy grade.

54.8 14.7 Fork; bear slightly right on direct road, using caution for some bad rock surface (56.6 m), running onto macadam (60.1 m), follow same straight ahead, cross RR. (61.4 m) onto Park Ave., running upgrade to park in

62.0 7.2 **MANSFIELD**, city park.

Southern Hotel, South side of park.

Ideal Garage & Supply Co., Stock Michelin Tires.

For city map, see page 619. For diverging routes, see Index map, page 655.

Follow trolley around park on Park Ave., keeping straight ahead where same ends at (63.4 m). Caution for dangerous RR. crossing (64.2 m)—road winds through woods. Cross RR. (66.7 m), straight through **Ontario** (68.7 m), avoiding angling road to the right (70.3 m), crossing RR. (71.3 m).

Route 380

Canton Section

- 71.7 9.7 End of road; turn right, going under 2 RRs. and immediately beyond turning sharp left, swinging left with road (75.6 m).
- 76.2 4.5 End of road; turn left, immediately crossing bridge, passing pond and red brick schoolhouse (on left).
- 76.3 0.1 4-corners; turn right, crossing RR. where trolley comes in from the right (76.7 m).
- 77.0 0.7 **GALION**, public square.
Galion Motor Car Co., 508 E. Main St., Stock Michelin Tires.
Straight through with trolley.
- 77.8 0.8 Right-hand branch road; bear right with trolley, following straight ahead with same across RR. (87.0 m).
- 87.1 9.3 3-corners; bear right with trolley across RR. (87.2 m).
- 87.7 0.6 Irregular 4-corners; bear right with trolley, turning sharp right with same at 4-corners, just beyond.
- 87.8 0.1 4-corners; turn right with trolley, following straight ahead with same to center of
- 88.0 0.2 **BUCYRUS**, public square.
Elberson Hotel, South side of Square.
Deal House.
H. A. Paxton, 310 S. Sandusky Ave., Stock Michelin Tires.
For diverging routes, see Index map, page 655.
Turn left, leaving trolley, bearing right and left across iron bridge (88.2 m).
- 88.4 0.4 Turn right across RR., following direct road—avoid all side roads; bear left (94.2 m) straight through center of **Osceola** (94.6 m), turning right across iron bridge (104.0 m), running up slight grade on Wyandotte Ave. to center of
- 104.6 16.2 **UPPER SANDUSKY**, Court House on left.
Indian Motor & Buggy Co., 202 S. Main St., Stock Michelin Tires.
For diverging routes, see Index map, page 655.
Turn left on S. Sandusky Ave. to
- 104.8 0.2 **Crawford St.**, first street after crossing RR.; turn right to end of street at
- 105.0 0.2 **8th St.**; turn left past brick schoolhouse (on right just after turn).
- 105.4 0.4 End of road at irregular 4-corners; turn right, following good pike road; cross RR. (105.8 m) to
- 107.5 2.1 Prominent left-hand road (dirt road straight ahead); turn left on pike to next
- 108.5 1.0 4-corners, brick school on left; turn right, still following stone road; jog left and immediately right through irregular 4-corners (113.5 m).

34

THE Warner Motor Boat Tachometer gives the revolutions of propeller per minute. The engine can thus be kept at top notch speed. Dixie II was helped to win the world's record by this instrument—which is a modification of the famous Warner Auto-Meter, "The Aristocrat of Speed Indicators."

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Canton Section**Route 380**

- 117.5 9.0 4-corners, RR. on right; turn left, following pike, turning next right 0.1 m beyond, straight into center of
- 118.4 0.9 **FOREST**—do not cross RR., but turn left just before tracks, following telephone line to second
- 118.5 0.1 4-corners; turn right, and next left (still with poles), following along RR. straight ahead to 4-corners at
- 120.2 1.7 **Patterson Station.** Turn square right across RR., following direct road past Dunkirk, about $\frac{1}{4}$ m over to the right (126.2 m), crossing RR. (126.4).
- 126.7 6.5 End of road; turn left with poles to next
- 126.9 0.2 Right-hand road—poles divide; turn right, curving right with road (129.1 m).
- 129.3 2.4 4-corners, church on left, brick school on right; turn left, curving right with telephone poles (130.0 m) running along RR. (132.9 m).
- 133.3 4.0 End of road; jog right across RR. and immediately left straight ahead to
- 136.3 3.0 Prominent 4-corners on edge of town, brick school on farther left; turn left to center of
- 136.5 0.2 **ADA.** Continue straight through on brick pavement, crossing RR. (136.7 m), running out of town onto fine pike. **Take care not to pass**
- 138.2 1.7 4-corners, brick school on right, cemetery on farther right; turn right, passing school and church on opposite sides of road (140.3 m); jog left and immediately right through irregular 4-corners (141.3 m), straight through prominent cross-roads (144.6 m), running over short stretch of dirt road.
- 147.3 9.1 Jog left and immediately right through irregular 4-corners; follow direct road with one or two curves, crossing RR. (152.5 m); same thoroughfare becomes E. High St., which follow across RR. (153.1 m).
- 153.3 6.0 **Main St.**; turn left 1 block to City Square, center of
- 153.4 0.1 **LIMA**, Main and Market Sts.

Hotel Norval, Main & North Sts.

Lima House, East side of Square.

Henry A. Mack Garage, 124 W. Market St.

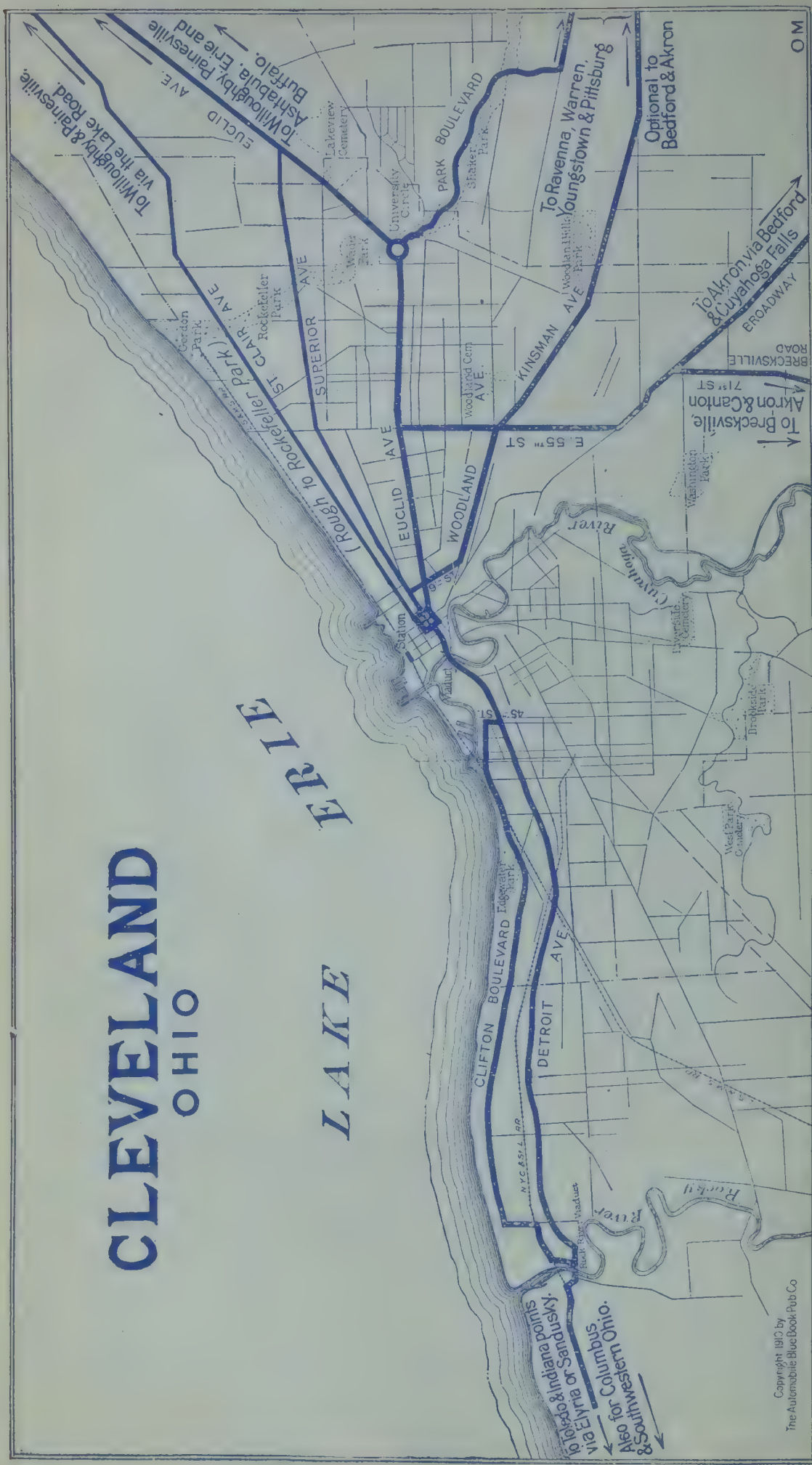
Majestic Auto Co., E. Market St.

For city map, see page 611. For diverging routes, see **Index map**, page 655.

For through connections, see **Graphic Trunk-line Chart**, inside front cover.

THE PUBLISHERS will be glad to receive corrections or suggestions leading to the betterment of succeeding editions. In the back of this volume will be found blank memorandum pages for the purpose of making such notes.

READ CAREFULLY the article printed on front of Trunk Line Chart, **How to Use the Blue Book.** Great improvements have been made in this edition, and an understanding of the general arrangement of routes and the indexing by maps is essential to the proper use of the Guide.



Copyright 1913 by
The Automobile Blue Book Pub Co



The Hollenden

CLEVELAND, O.

EUROPEAN PLAN

800 Rooms

Rates \$1.50 to \$5.00

J. H. THOMPSON, Manager

CLEVELAND SECTION

ROUTES 381 to 400.

Route Center—The Public Square has been taken as the starting point for all routes out of Cleveland, as it is not only the business center of the city, but on through trips all routes must pass this point.

Points of Interest—Cleveland, the county seat of Cuyahoga County, with a population of 560,663 (1910), is the largest city of Ohio and one of the chief manufacturing centers of the country. It rivals Pittsburg, Pa., in its iron and steel works, is one of the ship-building centers of the Great Lakes, is second only to New York in its manufacture of clothing for women, and to Detroit in the automobile industry and has important chewing-gum factories.

The city was founded in 1796 by Moses Cleveland. His statue stands in the Public Square upon the spot where he is said to have selected the site for the town. Men well known in this country and abroad have made their homes in Cleveland, among whom may be mentioned: James A. Garfield, whose house at Mentor, O., a short distance from the city is still occupied by the family; John Hay; Marcus A. Hanna, whose former residence is on Lake Ave. on the west side of Cleveland; and John D. Rockefeller, who lives at Forest Hill, East Cleveland, when in the city. The old Rockefeller home at 46th St. and Euclid Ave. is now an institution for the care of inebriates.

Western Reserve University and Case School of Applied Science are situated on Euclid Ave. at University Circle. A large Roman Catholic College, St. Ignatius, stands at West 30th and Carroll Ave. Two of the prominent preparatory schools are the Hathaway Brown School for girls on East 97th St. and the University School for boys on Hough Ave. and East 71st St. The region of Put-in-Bay, the scene of the Battle of Lake Erie, reached by a boat trip of several hours from Cleveland, is of interest to the historical student.

The center of the down-town business district and the radiating point for the largest thoroughfares is the Public Square. Of particular interest here is the Old Stone Church (1st Presbyterian, founded in 1820) and the Cuyahoga County Soldiers and Sailors Monument. The Society for Savings building is on the corner of Ontario St. and the north side of the square. Next to it is the Chamber of Commerce, and across on east 2nd St. the new postoffice. Going up Euclid Ave., which is one of the longest and "most beautiful residence streets in America", one passes the large superior arcade opposite 4th St.; just below 9th St., the Hippodrome, an immense theater and finely equipped; at 9th St., the Cleveland Trust Co., with its handsome interior decorations and mural paintings, is well worth a visit. Passing out through the residence section, at 107th St. is the Western Reserve Historical Society Museum; just beyond the University Circle are Case School of Applied Science and Western Reserve University. Here also begins the part of the Park system known as Wade Park, extending north to Rockefeller and Gordon Park on the lake. Farther out the avenue Lake View Cemetery with its Garfield Memorial and Wade Memorial Chapel is one of the beautiful spots of the city.

Euclid Heights, with its fine homes, and the Shaker Lakes region are points of interest. For seeing the west side, a drive across the Cuyahoga River on the viaduct, through Edgewater Park, along Lake Ave. to Rocky River, a favorite summer resort, is pleasant.

Route 381—Cleveland, Ohio, to Erie, Pa.—102.0 m.

Route map, page 716

Reverse route, No. 382A

Out Euclid Ave., through East Cleveland, Willoughby, PAINESVILLE, Madison, Geneva, ASHTABULA and CONNEAUT, Ohio, Springfield and Girard, Pa. A first-class run, on which good time can usually be made; roads mostly gravel and good dirt, with some macadam.

Descriptive Outline—Leaving Cleveland on Euclid Ave., we pass many of the finest homes in the city, following what is known in this section as the "main road," which is direct with very few decided turns almost all the way to Buffalo; it was used in the early 80's as the old stage coach route between Buffalo and Cleveland. Most of the towns and cities have been built on the edge of some one of the many ravines bordering the creeks which flow into Lake Erie, although the majority of the cities have built fine viaducts across these to carry the main east and west travel. Painesville is distinctly a residence city and many fine homes will be noticed both entering and leaving the city. The principal feature of Ashtabula is its harbor with its extensive facilities for handling of iron ore

and shipments of coal and iron. In these three articles it is one of the leading ports on the Great Lakes. It was here in December, 1876, that one of the most memorable railway disasters in the history of the world took place when the bridge spanning the river gave way as a passenger train with 11 coaches was crossing. **Conneaut**, the harbor just north of the city, is the landing place of Moses Cleveland and others in 1796. The first prominent settlement in the Western Reserve was made here in 1799. To-day Conneaut is practically a little residential city, and along the lake shore, north of the city, are many summer homes.

Erie, Pa., one of the busiest manufacturing cities in Pennsylvania and an important shipping point, was first occupied as the site of an old French fort, later founded as a town by an act of legislature in 1795. The block house, which is a fac-simile of the old French fort under which Mad Anthony Wayne was buried, may still be seen. The State Soldiers' and Sailors' Home is located here. As a manufacturing city, particularly in iron and steel products, it claims to have some of the largest concerns in the world, the most notable of these being Erie City Iron Works, Jarecki Mfg. Co., General Electric Co. and Burk Electric Co. Before reaching Erie tourists will undoubtedly have noticed that the route is through rather an extensive grape country. During the next 75 miles this will be even more pronounced. Just after entering New York state, a few miles after leaving **Northeast**, we come into the midst of the famous Chautauqua grape belt. **Westfield, N. Y.**, is the home of Welch's Grape Juice, claimed to be the largest manufactory of its kind in the world. Eight miles south of Westfield and 1,000 feet above Lake Erie is Chautauqua Lake, where the original Chautauqua Assembly Grounds are located. About a mile north of the town at Old Barcelona Harbor an old lighthouse is still kept intact. This was the first lighthouse to use natural gas for its illumination. Originally, what is known as Westfield was laid out on the lake shore, but today it is very little more than a fishing village with one or two small inns. **Fredonia, N. Y.**, was the first place in the world to use natural gas for lighting purposes. This officially occurred at the time of Lafayette's visit to this country in 1826. The parks in the center of the village are named for him. This was also the boyhood home of Commander Wm. B. Cushing of Albemarle fame. Continuing northeastward, following closely the shore of Lake Erie through numerous small towns, the last 20 miles are almost entirely through the Buffalo summer colonies.

MILEAGES
Total Intermediate
0.0 0.0

(For city map, see page 712.)

CLEVELAND, Euclid Ave. side, Public Square.

Start nearly east on Euclid Ave.—straight out, crossing Penna. RR. (2.2 m).

4.3 4.3 **University Circle**; bear right—about $\frac{3}{4}$ -way around the "Circle"—then straight ahead again on Euclid Ave. through **East Cleveland**, crossing RRs. (5.2 m & 9.4 m). Continue with trolleys through residence suburbs (**Euclid**—10.4 m) and **Wickliffe** (14.2 m), running along park and monument (on right).

19.0 14.7 **WILLOUGHBY** (Cleveland Trust Co. branch on the corner).

Leave trolleys by turning right—sign, "Painesville"—downgrade across iron bridge (Chagrin River—19.3 m). Ascend grade, pass under trolley trestle and follow tracks through **West Mentor**.

23.8 4.8 **MENTOR**; straight ahead, crossing RR. (27.9 m) into Mentor Ave., Painesville.

Hopkins ELECTRIC Speedometer

No Flexible Shaft
and

The Electrodrometer

See page facing
front cover

Its accuracy
is unaffected by
changes in temperature.

Easily reset
forward or backward
to any reading any time.

The High Level Auto Co.

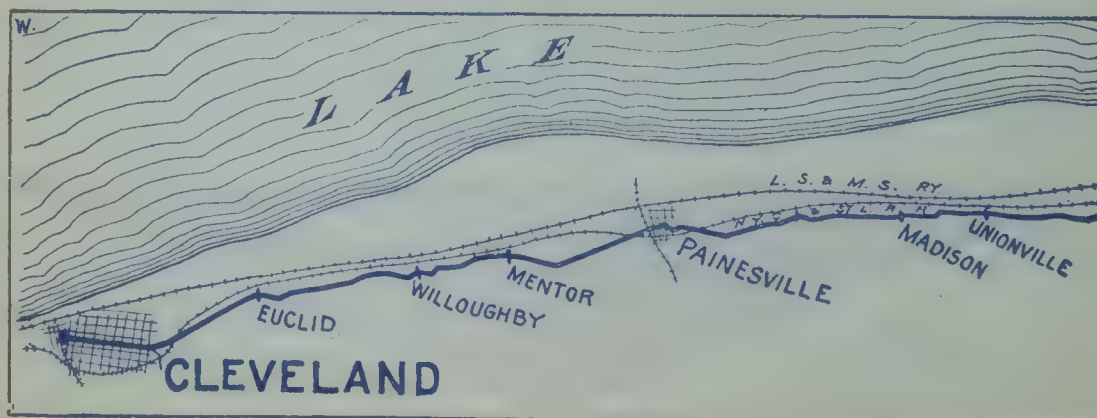
1 Spring Street, at end of the bridge
ASHTABULA, OHIO

Open Day and Night

Storage and Supplies
 Gasoline, Air and Water

Bell Phone - - 111 R
 Garage Phone Main - 5
 House Phone Main - 558

- 29.4 5.6 Fork; keep to right on Mentor Ave., with trolley.
- 29.5 0.1 End of street; turn right around the park, at end of which bear left and next right into Main St.
- 29.7 0.2 **PAINESVILLE**, Main St., east side of park.
 Parmly Hotel, East side of park.
 Auto Shop, Maiden Lane.
 Star Garage, Maiden Lane, Stock Michelin Tires.
 Straight ahead on Main St. (leaving trolleys to left—29.9 m); at once descend grade across iron bridge (Grand River—30.0 m). Pass right-hand road (30.7 m) and cross RR. (32.2 m); bear left with the main road (32.8 m), straight ahead, picking up and crossing trolley (39.3 m).
- 40.7 11.0 **MADISON**; straight through, past park and monument (on right). Cross and leave trolley (to left—42.0 m).
- 43.2 2.5 **UNIONVILLE**, central 4-corners (old tavern on left); turn square left, crossing RRs. (43.5 m & 43.6 m).
- 44.5 1.3 Turn right (large square farmhouse on corner at the turn). Cross RR. (46.4 m) and immediately pick up trolley, straight ahead with same into the main street of
- 47.5 3.0 **GENEVA**, Soldiers' Monument on right. Direct through, keeping straight ahead when trolleys leave (to right—48.1 m).
- 51.7 4.2 **Saybrook**; straight through small village, same thorofare becoming Prospect St., Ashtabula.
- 56.6 4.9 Turn right with trolleys on Center St., over RR. (56.8 m); to end of Center St.





Lobby of Hotel Cleveland

THE HOTEL CLEVELAND

CONNEAUT, OHIO

One block north Main Street

C. W. SMITH, Prop.

Finest Hotel between Cleveland and
Buffalo

Everything Modern

American Plan, Rates \$2 to \$3

Rooms with Bath, Single or en Suite

- 57.2 0.6 **ASHTABULA**, Main St., business center.
 High-Level Auto Co., 11 Spring St.
 The Auto Shop, 85½ Park St., Stock Michelin Tires.
 Turn left on Main St. and first right on Spring St.,
 straight ahead across long high viaduct (Ashtabula River
 —57.5 m); leaving viaduct keep straight ahead to
- 58.0 0.8 End of road; leave trolley by turning right, across RR.
- 58.3 0.3 Prominent 4-corners; turn left on good road, with a few
 sandy spots, direct to (but not past) the park at
- 63.7 5.4 **KINGSVILLE**; turn left at first corner of park (sign,
 "Conneaut"), passing first right-hand road.
- 63.8 0.1 Turn next right (this is the 2nd right beyond the park).
- 67.7 3.9 Turn left—sign, "Conneaut."
- 68.3 0.6 **Amboy** (meeting trolley); turn right and follow main-
 traveled road.
- 71.1 2.8 Fork; keep to right with car-tracks.
- 71.8 0.7 **CONNEAUT, Ohio**, Main St., center of city.
 The Cleveland Hotel, 1 block north.
 The Webb Garage, 316 State St., Stock Michelin Tires.
 Straight through, crossing long viaduct (Conneaut
 Creek—72.0 m); from end of viaduct (72.2 m), curve
 right with trolley.
- 75.4 3.6 Slow down for sharp right with the macadam.
- 76.4 1.0 **WEST SPRINGFIELD, Pa.**; straight through on main
 road.
- 80.2 3.8 **EAST SPRINGFIELD**; direct through, crossing and leav-
 ing trolley (to left—80.9 m).
- 81.1 0.9 Descend grade; cross iron bridge (81.3 m) and ascend



STAR GARAGE CO.

609-613 FRENCH ST., ERIE, PA.

ERIE'S ONLY FIREPROOF GARAGE

Across Park from Reed House
Charging and Supplies

Storage
Special Attention to Tourists

Prices Reasonable

Bell Phone 1052 **"We Never Sleep"** Mutual Phone 739

IRWIN'S GARAGE

Erie's Best Fireproof Garage

513-515 French Street

Directly Opposite Reed House

Special Conveniences for Tourists. Tires. Supplies. Repair Shop



grade, rejoining trolley (81.4 m). Cross RR. (82.1 m) and trolley (82.7 m); when car-tracks leave (to left—83.5 m), continue ahead on main road, carefully descending grade (84.8 m) with left curve near foot.

- | | | |
|------|-----|---|
| 85.0 | 3.9 | Turn right across iron bridge (Elk Creek), and immediately ascend sharp grade, rejoining trolley; cross RR. (85.5 m), keeping to right of Soldiers' Monument. |
| 85.7 | 0.7 | GIRARD, Pa. ; straight through with the car-line, keeping the direct line when trolleys leave (to right—89.4 m). |
| 89.5 | 3.8 | Fairview ; straight through small village. |
| 91.7 | 2.2 | Curve right with main road, turning left at 3-corners |

The REED HOUSE

ERIE, P A.



THE LARGEST AND LEADING HOTEL
HEADQUARTERS FOR AUTOMOBILISTS

European Plan—300 Rooms

Best Restaurant in the City. Open from 6 a. m. to 12 p. m.

CONRAD KLEIN, Proprietor.

(91.9 m) down bad grade. Cross iron bridge (Walnut Creek—92.3 m) and ascend moderate grade, crossing and leaving trolley (to left—93.2 m); then straight ahead through 4-corners (wood church on right—94.8 m).

- 99.5 7.8 (Greenhouses and hotel at the turn); **leave the road straight ahead**, turning diagonally left on Browns Ave.
100.2 0.7 Turn left into Liberty St., crossing dangerous RR.
100.3 0.1 Meeting trolley, turn right on 18th St., following tracks.
101.3 1.0 **18th & State Sts.**

(On through trips to Buffalo or intermediate points, keep straight ahead on 18th St.; see city map and pick up the Erie-Buffalo schedule at 0.7 m, this page.)

For center of Erie, turn left on State St., straight ahead under L. S. & M. S. RR. (101.5 m) to

- 102.0 0.7 **ERIE, State St. at park**, business center.

Reed House, Opposite Park.

Irwin's Garage, 519 French Street.

Star Garage, 513 French Street, Stock Michelin Tires.

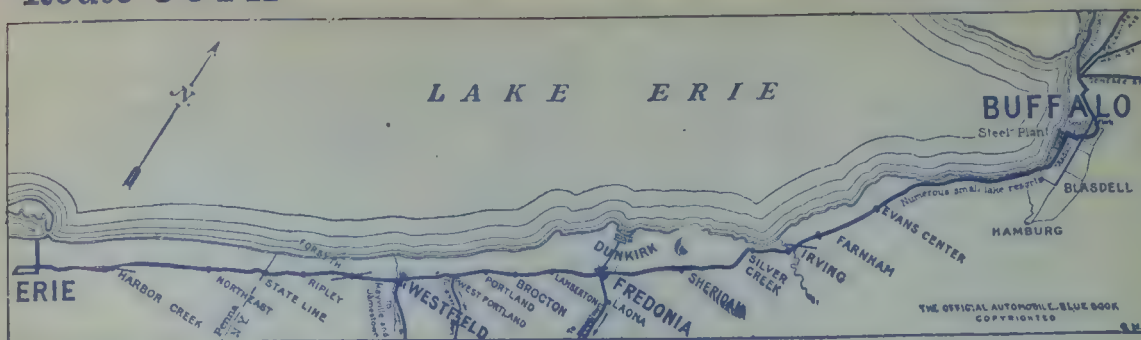
J. Burton Arbuckle Garage, Eighteenth and State Street, Stock Michelin Tires.

For diverging routes, see Index map, Erie Section, Vol. 1.

35

BY watching the Warner Auto-Meter, "The Aristocrat of Speed Indicators," the driver can always step down from high to second without clashing the gears. It's a wonderful help in operating a car quietly.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.



Route 381-A—Erie, Pa., to Buffalo, N. Y.—93.1 m.

Route map, above

Reverse route, No. 382

Via *Northeast, Pa., WESTFIELD, FREDONIA and Silver Creek, N. Y.*—within a few miles of Lake Erie practically all the way. Mostly good gravel, with some clay (bad only after heavy rains) on the second half; a fine trip in settled weather.

MILEAGES
Total Intermediate

(For city map, see page 718.)

0.0 0.0 **ERIE, State St. at park, business center.**

Start nearly south on State St., passing under L. S. & M. S. RR. (0.5 m).

0.7 0.7 **State & 18th Sts.** (route from Cleveland and intermediate points comes in from the west); turn left with one line of trolley into 18th St.

1.9 1.2 Turn right (caution), following trolleys under RR.; curve left (2.1 m) over RR. viaduct, straight ahead on the "Buffalo Road."

7.1 5.2 **Slow down** (after passing power house, on left), for abrupt left turn over 2 RRs., and immediately right.

8.1 1.0 **Harbor Creek**; direct through, following trolleys into Main St.,

15.3 7.2 **NORTHEAST, Pa., park on left.**

Straight through on main road, shortly leaving trolley to left.

18.7 3.4 Begin steep descent ("State Line Hill"), turning left (18.8 m) across iron bridge (18.9 m). Ascend corresponding grade and pick up trolley, following same on fine gravel road across **State Line** (19.9 m).

22.7 4.0 **RIPLEY, N. Y.**; direct through.

26.4 3.7 **Caution** for square right turn over 2 RRs. at Forsythe Crossing—then direct with trolleys across long highway viaduct into

30.7 4.3 **WESTFIELD**, park on right, business center.

Portage Inn.

For connection to Mayville and Jamestown, via the west side of Chautauqua Lake, see Buffalo section, Vol. 1.

34.2 3.5 Avoid prominent right-hand road by keeping to left with trolley past sub-station (on left).

Hopkins ELECTRIC Speedometer
"No Flexible Shaft"
and
The Electrodrometer

Reads
absolutely steady
even on worst roads.

Can be
carried in the hand
to any part of the car.

See page facing front cover

LAFAYETTE HOTEL

Fireproof

LAFAYETTE SQUARE,

BUFFALO, N. Y.

HOME OF THE

Buffalo Automobile Club



Tourist Headquarters and Club Rooms

EUROPEAN PLAN

Rates: Rooms without bath \$1.50 per day
Rooms with bath \$2 per day and upward

LAFAYETTE HOTEL CO.

GEO. W. SWEENEY, President

C. R. ELDRIDGE, Manager

(OVER)

HOTEL ROCHESTER

Cor. Plymouth Ave. and Main St., W., ROCHESTER, N. Y.

*Rooms: Without bath \$1.50 per day
With bath \$2 per day and upward*

Official Headquarters of the Automobile Club of America,
also the Touring Club of America

United States Garage directly opposite



300 rooms, 250 baths

Especially desirable for automobile parties

GEORGE W. SWEENEY, Pres.

WM. D. HORSTMANN, Mgr.

NATIONAL HOTEL CO., Props.

Cleveland Section**Route 381 A**

37.6 3.4 **PORTLAND**; direct through, crossing bridge over RR. (38.1 m).

39.0 1.4 **BROCTON**.

The St. Steven, Center of Town.

Direct through on main road, with the trolley. Cross bridge over creek at **Lamberton** (41.9 m), then straight ahead on main road, descending grade into Main St.

45.8 6.8 **FREDONIA**, parks on left.

The Columbia, Opposite Park.

Direct through on Main St., crossing RR. (46.4 m); again cross RR. at Sheridan station (on right—51.8 m); straight through Sheridan village. Continue on main road, curving left (56.0 m)—down and upgrade—shortly descending grade across concrete bridge (57.2 m) into

57.7 11.9 **SILVER CREEK**, park on left.

Silver Creek House, Opposite Park.

Leave trolley by turning right (drug store on the corner); cross bridge and ascend steep grade ("Oak Hill").

58.0 0.3 At top of hill turn left, direct on main-traveled road, taking left fork (60.5 m) to the edge of Irving.

61.0 3.0 Pass church (on left), turning next left—and right with road at flagpole just beyond.

61.1 0.1 **IRVING**; turn left across iron bridge (Cattaraugus Creek), curving left across Penna. and Nickel Plate RRs. (station on right). Just beyond go under L. S. & M. S. RR., turning immediately right with main travel. Pass

Ask Mr. Foster

At all of my offices I give out reliable information to automobile tourists. My offices are equipped with maps, tour books and printed data of many sorts, relative to foreign and domestic tours, hotels, road conditions, laws, shipment of cars, interesting routes. My assistants know this work; they travel extensively and are able to give information that is definite and satisfactory. All information is free. No fees are ever asked or accepted.

Ask Mr. Foster

NEW YORK, Hotel Martinique, Broadway, 32d and 33d Sts.

PHILADELPHIA, Chestnut and 12th Sts., in Acker Quality Shop.

WASHINGTON, 14th St., opposite New Willard Hotel.

CHICAGO, 250 Michigan Boulevard, in Blackstone Hotel.

ATLANTIC CITY, on the Boardwalk.

BRETTON WOODS (White Mnts.), in Hotel Mount Washington.

Jacksonville, St. Augustine, Daytona, Sea Breeze, Palm Beach, Miami and Tampa, Florida. Havana and Camaguey, Cuba.



right-hand road (63.3 m, which leads to Farnham), straight ahead, crossing iron bridge (68.6 m).

- | | | |
|------|-----|---|
| 68.7 | 7.6 | EVANS ; direct through, with telegraph poles, slowing down for right turn (72.0 m) across small iron bridge. |
| 73.9 | 5.2 | Keep slightly left, down winding grade; cross iron bridge (18 Mile Creek—74.1 m) and ascend short, steep grade, following direct road, which shortly comes along the lake. |
| 77.2 | 3.3 | Descend long grade, curving right at foot; turn left and again left immediately beyond— caution for sharp right turn up short grade and for right-and-left curves past Children's Fresh Air Mission (on left—80.9 m). Pick up trolley (from right—81.3 m), and follow same direct to |
| 85.3 | 8.1 | Steel plant on left; turn right from the Lake Road into the Ridge Road, crossing long viaduct over RR. tracks (86.1 m). |
| 86.1 | 0.8 | Turn first left beyond the viaduct into South Park; keep gradually to right on main-traveled driveway, passing conservatory (on left at park exit). |
| 86.7 | 0.6 | Straight ahead out of park across trolley line into South Side Parkway; cross bridge over RR. (86.8 m) and follow boulevard to its end at Abbotts Road. |
| 89.1 | 2.4 | Turn left on Abbotts Road. |
| 89.5 | 0.4 | (Bailey Ave., passed on right at this mileage, is a good short-cut to Batavia and points east, without going into Buffalo. |

*"The Complete
Hotel"*

HOTEL STATLER

450 Rooms

BUFFALO, N. Y.

450 Baths

At Swan and Washington Sts.

Convenient to garages. Every room has its own Private Bath, and running ice-water. Exceptionally fine parlor suites for automobile parties.

EUROPEAN PLAN

Cafe service unsurpassed. Rooms with Shower Bath, \$1.50 and \$2.00
—With Tub Bath, \$2.50 per day and up. Rooms at \$5.00
and up are same price for one or two persons.



For Buffalo, continue on Abbots Road, under RR. (89.8 m), across iron bridge (90.4 m) and over RR. bridge (90.6 m).

- | | | |
|------|-----|--|
| 90.9 | 1.4 | Fork; take the right-hand street, crossing RR. viaduct (91.1 m) into Elk St. |
| 91.3 | 0.4 | Turn first right beyond the viaduct into Red Jacket St. |
| 91.5 | 0.2 | Pass under RR. and at end of Red Jacket St. immediately beyond, turn left into Scott St. |
| 91.6 | 0.1 | Turn next right into Hamburg St., crossing viaduct. |
| 91.9 | 0.3 | End of Hamburg St.; turn left on Swan St. |
| 92.9 | 1.0 | Swan & Main Sts. ; turn right on Main St., |
| 93.1 | 0.2 | BUFFALO , Main & Court Sts. (Lafayette Park and Monument on right). |

Hotel Statler, Swan and Washington Streets.

The Iroquois, Main and Eagle Streets.

The Lafayette, Lafayette Square.

The Lenox, North Street. The Centaur Motor Car Co., 59 Franklin Street.

Hotel Touraine, Delaware Avenue and Johnson Park.

Brezel Hotel, Seneca Street. Delaware Avenue Garage, 257 Delaware Avenue.

For diverging routes, see Buffalo Section, Vol. 1.

Route 382—Buffalo, N. Y., to Erie, Pa.—93.1 m.

Route map, page 838

Reverse route, No. 381A

Via Silver Creek, FREDONIA and WESTFIELD, N. Y., and North-east, Pa.—within a few miles of Lake Erie practically all the way. Mostly good gravel, with some clay (bad only after heavy rains) on the first half; a fine trip in settled weather.

MILEAGES

Total Intermediate

- | | | |
|-----|-----|---|
| 0.0 | 0.0 | BUFFALO , Main & Court Sts., Lafayette Monument on left. Start nearly south on Main St. |
| 0.2 | 0.2 | Turn left with one line of trolley on Swan St.—straight ahead exactly one mile to Hamburg St. |
| 1.2 | 1.0 | Turn right (auto club sign) on Hamburg St., crossing viaduct over RR. (1.4 m). |
| 1.5 | 0.3 | Turn first left beyond the viaduct into Scott St., turning right under RR. (1.6 m) into Red Jacket St. |
| 1.8 | 0.3 | End of Red Jacket St.; turn left on Elk St., following trolley across long viaduct over RRs. |
| 2.0 | 0.2 | Fork at end of viaduct; take the right-hand street—Abbots Road—straight ahead over RR. viaduct (2.5 m), |

- iron bridge (2.7 m) and under RR. (3.3 m). Pass right-hand street (Triangle St.—3.6 m), straight ahead 4-10 mile.
- 4.0 2.0 Turn right into South Side Parkway, following same over RR. bridge (6.2 m) and straight across South Park Ave.
- 6.3 2.3 Fork entering South Park; keep to left of conservatory, following parkway, to
- 6.9 0.6 Fork with iron watering-trough; take the left-hand road, running out of park at the Ridge Road.
- 7.0 0.1 Turn right on the Ridge Road, crossing long viaduct over RRs.
- 7.8 0.8 End of Ridge Road at steel plant; turn left on the Lake Shore Road, following trolleys until they bear left on private right of way (11.8 m).
- 12.2 4.4 Pass Children's Fresh Air Mission, and immediately make "S-turn" to the right—closer to lake—crossing iron bridge (13.5 m).
- 15.7 3.5 **Caution** for sharp left, curving right just beyond (15.8 m); keep to the right, curving left up long grade close to lake (fine view). Follow direct road for 3 miles—**caution** (18.9 m) for sharp downgrade; cross iron bridge over 18 Mile Creek, and immediately ascend winding grade.
- 21.1 5.4 (**Take care not to pass**); leave the road straight ahead by turning left with telegraph poles.
- 24.4 3.3 **Evans**; cross iron bridge (24.5 m), then straight ahead on main road through the Cattaraugus Indian Reservation, past left-hand road (29.8 m—which goes to Farnham).
- 31.9 7.5 **Caution** for square left turn **under** L. S. & M. S. RR., crossing Nickel Plate and Penna. RRs. just beyond (station on left). Immediately bear right over iron bridge (Cattaraugus Creek) into
- 32.1 0.2 **IRVING**; turn right at hotel, turning left with road at flagpole. Just beyond turn right, past church (on right, after the turn), following direct road.
- 35.1 3.0 End of road, after going up long hill; turn right, down steep grade—"Oak Hill"—crossing bridge (35.3 m).
- 35.4 0.3 **SILVER CREEK.**

Silver Creek House, Opposite Park.

Meeting trolleys, turn left on Main St., past park (on right, after the turn). Cross concrete bridge (35.9 m), and follow main road up and downgrade, with frequent curves, direct through **Sheridan**. Cross RR. at **Sheridan**



Stop Arbuckle Garage

AT THE
Corner 18th and State Streets
ERIE, PA.

JNO. BURTON ARBUCKLE

Winton, Buick and Waverley Cars
16th and Peach Streets
ERIE, PA.

Station (on left—41.7 m) straight ahead over RR. (46.7).

47.3 11.9 **FREDONIA**, parks on right.

The Columbia, Opposite Park.

Straight through on Main St.; cross iron bridge (47.5 m); ascend grade and continue through the Chautauqua County "Grape Belt." Cross bridge over creek (**Lamberton**—51.2 m), and continue straight through.

54.1 6.8 **BROCTON**.

The St. Steven, Center of Town.

Direct through, crossing bridge over RR. (55.0 m).

55.5 1.4 **PORTLAND**; straight through on the main road.

62.4 6.9 **WESTFIELD**, park on left, business center.

Portage Inn.

For connection to Chautauqua Lake, see Vol. 1.

Portage Inn, North Portage St., near Main St.

Straight through, across long viaduct.

64.7 2.3 **Special caution** for abrupt right turn over 2 RRs. at **Forsythe Crossing** and immediately left.

70.4 5.7 **RIPLEY, N. Y.**; direct through **State Line** into Penn.

74.1 3.7 Curve left, down steep grade (**State Line Hill**); cross iron bridge (74.2 m), and ascend grade, curving right—straight ahead into Main St.

77.8 3.7 **NORTHEAST, Pa.**, park on right. Continue straight through on Main St., following trolley through Harbor Creek (85.0 m).

86.0 8.2 **Caution** for abrupt left turn across 2 RRs. and immediately right—straight ahead to the edge of Erie, crossing viaduct over RR. (90.9 m).

91.0 5.0 Turn right (**caution**) with trolley under RR., curving left (91.2 m) into 18th St., straight ahead to State St.

92.4 1.4 **18th & State Sts.**

(Through trips to Cleveland and intermediate points may connect here with the Erie-Cleveland line—at 0.7 mile, this page—without going into the city.)

For center of Erie, turn right on State St.

93.1 0.7 **ERIE, State St.** at park, business center.

Reed House, Opposite Park. Irwin's Garage, 519 French Street.

Star Garage, 513 French Street, **Stock Michelin Tires.**

J. Burton Arbuckle Garage, Eighteenth and State Street, **Stock Michelin Tires.**

For city map, see page 718.

Route 382 A

Cleveland Section

Route 382-A—Erie, Pa., to Cleveland, Ohio—102.0 m.

Route map, page 729

Reverse route, No. 381

Out State and 18th Sts., into the main road, through Girard and Springfield, Pa., CONNEAUT, ASHTABULA, Geneva, Madison, PAINESVILLE, Willoughby and East Cleveland, Ohio. A first-class run, over which good time can usually be made; roads mostly gravel and good dirt, with some macadam.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 718.)

- | | | |
|------|-----|--|
| 0.0 | 0.0 | ERIE, State St., at park, business center.
Start nearly south on State St., passing under L. S. & M. S. RR. (0.5 m). |
| 0.7 | 0.7 | State & 18th Sts. (Route from Buffalo and intermediate points comes in from the east); turn right with one line of trolley into 18th St. |
| 1.7 | 1.0 | Leave trolley by turning left on Liberty St., past fire station (on right—after the turn)—dangerous RR. crossing one block beyond. |
| 1.8 | 0.1 | Turn diagonally right into Browns Ave., straight ahead to |
| 2.5 | 0.7 | End of Browns Ave.; turn right—now with trolley. Descend grade (9.4 m), crossing iron bridge (Walnut Creek—9.7 m); at once ascend steep, winding grade, curving right at 3-corners (10.1 m). |
| 10.3 | 7.8 | Fork; keep to left on main road. |
| 12.5 | 2.2 | Fairview ; straight through small village, picking up trolleys (from left—12.6 m). |
| 16.3 | 3.8 | GIRARD ; keep to right of Soldiers' Monument and continue straight through the business center, crossing RR. (16.5 m), and leaving trolleys to right. |
| 16.6 | 0.3 | Descend steep grade (caution); cross iron bridge (Elk Creek, 17.0 m), and turn left immediately beyond, up long grade with right and left curves. Pick up (18.5 m) and follow car-tracks across RR. (19.9 m); when trolleys leave (to right—20.6 m), descend grade, crossing iron bridge (20.7 m). Immediately ascend grade, rejoining trolley. |
| 21.8 | 5.2 | EAST SPRINGFIELD ; direct through. |
| 25.6 | 3.8 | WEST SPRINGFIELD, Pa. ; direct through—caution for sharp left curve of macadam (26.6 m). |
| 29.8 | 4.2 | Avoid left-hand road (which goes under viaduct). by following main road over long viaduct (Conneaut Creek) into Main St., |

WOAK-HANNE LODGE

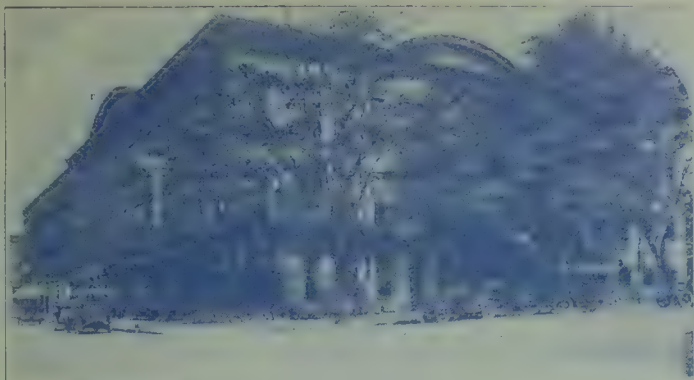
NORTH SPRINGFIELD, PENNA.

QUIET, COMFORT, BY THE LAKE

CHOICE SPRING WATER

CITY CONVENIENCES

Three and a half miles northwest of East Springfield, Penna.



Refurnished Throughout
Many Rooms With Baths

The Parmly Hotel

Situated on the beautiful park in

Painesville, Ohio

The popular resort of more Sunday motor parties than any other hotel near Cleveland. Special attention given tourists. Reservations by telegram or 'phone. Rates, \$2.50 and \$3.00 per day.

Excellent Cuisine
Rooms En Suite

"THE BLACK HAND" leads to THE AUTO SHOP GARAGE

The same old place in the alley back of the Cleveland Trust Co.

PAINESVILLE, OHIO

CALVIN WOOTEN, Manager (You all know Punk)

Gasoline, Oil, Parts, Tires, Storage, and about the best work in this part of the country

YOU CAN ALWAYS GET IN DAY OR NIGHT

"FOLLOW THE BLACK HAND"

It leads to the best Garage in Northern Ohio. It's on the way to everywhere

30.2 04 **CONNEAUT, Ohio.**

The Cleveland Hotel, 1 block north.

The Webb Garage, 316 State St., Stock Michelin Tires.

Straight through the business center, with the trolley, avoiding right-hand road (32.5 m).

33.7 3.5 **AMBOY**; leave trolley by turning left at pump and stone watering trough.

34.3 0.6 End of road; turn right.

38.2 3.9 **KINGSVILLE**, brick church on left; turn left, running along park (on left) to further corner of same.

38.3 0.1 Turn right, straight ahead on main road, passing prominent left-hand road (39.5 m).

43.7 5.4 Prominent 4-corners; turn right (caution for dangerous RR. crossing).

44.0 0.3 Turn left across long viaduct (Ashtabula River), into Spring St.

44.7 0.7 **ASHTABULA, Main & Spring Sts.**

High-Level Auto Co., 11 Spring St.

The Auto Shop, 85½ Park St., Stock Michelin Tires.

Turn left into Main St. and next right (44.8 m) with trolley into Center St., crossing RR. (45.2 m).

45.4 0.7 End of Center St.; turn left with trolleys on Prospect St., which follow straight out of town. Leave trolleys (to left—46.4 m), and avoid all intersecting roads.

50.3 4.9 **Saybrook**; straight through small village, picking up trolley (from left—53.9 m).

Route 382A**Cleveland Section**

- 54.5 4.2 **GENEVA**, Soldiers' Monument on left; straight through, crossing RR. (55.6 m).
- 57.5 3.0 Large square farmhouse on right; leave the direct road by turning square left—sign, "Cleveland via Unionville"—at the turn. Cross RRs. (58.4 m & 58.5 m).
- 58.8 1.3 **UNIONVILLE**, central 4-corners; turn right, picking up and crossing trolley (60.0 m).
- 61.3 2.5 **MADISON**; straight through, past park and monument (on left). Cross and leave trolley (to right—62.7 m), passing several roads on right and left.
- 69.2 7.9 Fork; take the right-hand road, crossing RR. (69.8 m). Cross iron bridge (72.0 m) direct into Main St.
- 72.3 3.1 **PAINESVILLE**, Main St., business center.
Farmly Hotel, East side of park.
Auto Shop, Maiden Lane.
Star Garage, Maiden Lane, Stock Michelin Tires.
Take right-hand road around the park, then straight ahead into Mentor Ave., crossing RR. (74.1 m).
- 78.2 5.9 **MENTOR**; direct through, also through West Mentor. Pass under trolley trestle (82.7 m), descending grade, cross iron bridge (Chagrin River), and ascend corresponding grade.
- 83.0 4.8 **WILLOUGHBY**; meet trolley line and turn square left. keeping to right with trolleys at fork (83.1 m).
- 87.8 4.8 **Wickliffe**; direct through suburban village.
- 91.6 3.8 **Euclid**; direct through suburban village, crossing RRs. (92.6 m & 96.8 m).
- 97.7 6.1 **University Circle**; bear right—less than half-way around the "Circle" into Euclid Ave. Cross Penna. RR. (99.8 m) and follow Euclid Ave. all way to
- 102.0 4.3 **CLEVELAND**, Public Square, Euclid Ave. side.

Hollenden Hotel, E. Superior Ave.

The Auto Shop, 731 Vincent Ave.

For city map, see page 712. For diverging routes, see Index map, page 655.

J. H. Anderson, 11207 Superior Ave.
Goss Supply Co., 8755 Broadway.
The Hupp Motor Sales Co., 1027 Chestnut Ave.
Lorain Clark Garage, 8901 Clark Ave.
Lucas & Christenson, 2189 E. 18th St.
Renz Motor Car Co., 6410 Detroit Ave.
The Tire Shop Co., 5120 Euclid Ave.
The Thornton & Broz Hardware Co., 3345 E. 55th St.
The Wentworth Motor Car Co., 11406 Euclid Ave.

**MICHELIN
TIRE
STOCKISTS
IN
CLEVELAND**

WOLVERINE OIL

The price of oil per gallon means nothing. The cost of oil per mile means everything.
And that is a fact worth remembering.

WOLVERINE LUBRICANTS CO. 80 BROAD ST. N.Y.C.

Cleveland Section

Route 384

Route 384—Cleveland, Ohio, to Pittsburgh, Pa.—192.2 m.

Route map, below

Reverse route, No. 757

Via Bedford, Ravenna, Salem, Columbiana and Unity, Ohio, to Darlington and BEAVER FALLS, Pa. (where the alternate lines via Youngstown and Newcastle join). Thence along the Beaver River to Rochester, where the Ohio River is reached and followed to and across the Allegheny River into Pittsburgh.

There is really no satisfactory route between Cleveland and Pittsburg (considerable clay and some sand on all of them in that part of Ohio traversed, with winding, hilly roads in western Pennsylvania); but this is the shortest, quickest and best of the available lines. As the map shows, it takes as near a direct diagonal course from Cleveland to Beaver Falls as the nature of the country allows, passing through very many small places and a few small cities, but no large cities.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 712.)

0.0 0.0 **CLEVELAND**, Public Square (Euclid Ave. side).

Start nearly east on Euclid Ave.

0.3 0.3 Turn right on E. 9th St., following trolley.

0.8 0.5 Turn left on Woodland Ave., with one line of trolley.

2.3 1.5 Forks of 5 prominent roads; turn **square right** on East 55th St.

3.8 1.5 Turn left on Broadway, which follow practically all way out of the city, leaving car-tracks (5.8 m).

6.0 2.2 Turn right over RR. bridge and immediately left, crossing RR. (7.5 m) and trolley (8.5 m).

12.0 6.0 **BEDFORD**, park and Soldiers' Monument on right.

Straight through center of town, crossing RR. (12.2 m);



THE AUTO CYCLE COMPANY

14-16 East Main Street, opposite City Hall

SALEM, OHIO

Motorists' Headquarters

Repairing, Storage, Supplies

H. C. GOODCHILD, Mgr.

- when car-tracks leave (to right—12.6 m), continue straight ahead across iron bridge (12.7 m).
- 19.4 7.4 **TWINSBURG** (park on right); continue nearly straight ahead out of town, crossing small iron bridge (19.6 m) and passing through cross-road.
- 20.5 1.1 Fork; take the right-hand road—sign, “**Streetsboro,**” crossing iron bridge (22.1 m).
- 23.2 2.7 Turn left, crossing wood bridge (23.5 m) and two RRs. (23.7 m); continue through 4-corners (24.0 m), and avoid left-hand road (24.4 m, which leads to Mantua).
- 26.6 3.4 End of road; turn left.
- 27.0 0.4 **STREETSBORO**; direct through, taking right fork leaving the village (27.1 m). Cross iron bridge (29.9 m) and follow main-traveled road into Cleveland Ave., Ravenna, crossing RR. (34.3 m).
- 34.6 7.6 End of Cleveland Ave.; turn right on Sycamore St.
- 34.7 0.1 Meeting trolley, turn left on Main St.
- 34.9 0.2 **RAVENNA.**
 The Auto Shop, Hickory St., Stock Michelin Tires.
 Straight through center of town, leaving trolleys to right (35.0 m).
- 36.1 1.2 Triple fork; take the extreme right-hand road, crossing bridge over RR. (36.9 m).
- 37.9 1.8 Fork; bear left on the best road.
- 38.3 0.4 End of road; turn left.
- 38.6 0.3 Fork immediately after crossing small iron bridge; keep to the right, straight ahead through prominent diagonal cross-road (**Edinburg**—41.7 m). Pass numerous roads on right and left, bearing right (49.0 m) into
- 49.2 10.6 **Deerfield**; straight through small village.
- 49.9 0.7 Fork; take the left-hand road—sign, “**North Benton.**” Cross iron bridge (Mahoning River—50.3 m) and RR. (52.0 m).
- 52.8 2.9 **North Benton**; turn left, across iron bridge (53.0 m), straight ahead through diagonal cross-road (54.0 m), and past left-hand road (54.2 m). Cross RR. (54.8 m), and continue on main road across small bridge (57.3 m)—**caution** for dangerous RR. (59.9 m).
- 62.4 9.6 End of the diagonal road; turn left on Main St., crossing RR. (62.7 m).
- 63.1 0.7 **SALEM.** The Auto Cycle Co., 14 Main St., Stock Michelin Tires.
 Direct through center of town, keeping straight ahead at end of car-line (64.2 m), shortly descending rough grade.
- 66.0 2.9 Cross iron bridge and immediately turn right.

Cleveland Section

Route 384

- 67.1 1.1 End of road; jog right and immediately left (iron watering trough in the road). Cross RR. at Washingtonville (68.2 m), and continue on main road, crossing concrete bridge (71.3 m).
- 72.1 5.0 Meeting brick pavement, turn right on same, along N. Main St.
- 72.4 0.3 **COLUMBIANA**; at fountain turn left on E. Park Ave. cross RR. (72.6 m) and continue direct out of town.
- 75.3 2.9 End of road; jog right and immediately turn left.
- 78.6 3.3 End of road; turn left.
- 78.9 0.3 Fork; take the right-hand road, through cross-road (79.1 m).
- 80.0 1.1 **UNITY, OHIO**; straight through center of town, avoiding left-hand road (80.2 m).
- 80.6 0.6 Leave brick pavement (to right), by keeping straight ahead on main road—sandy in spots, shortly crossing State Line into Pennsylvania. Cross RR. (93.4 m) and follow main road over RR. track (88.2 m) into
- 88.7 8.1 **DARLINGTON, PA.**, central 4-corners.
Turn right and next left (88.8 m), and again next right (88.9 m), across small iron bridge.
- 89.6 0.9 Fork; keep to right on the best road—clay in spots.
- 94.7 5.1 Leave telegraph line by turning left—sign, "**Beaver Falls**," onto stretch of macadam, shortly descending grade.
- 95.7 1.0 Pass under RR. and immediately turn right, turning next left (95.8 m) into 24th St., Beaver Falls.
- 95.9 0.2 Meet trolley and turn right, following tracks on 8th Ave.
- 96.4 0.5 Turn left with trolley into 17th St.
- 96.5 0.1 Turn right with trolley into 7th Ave.
- 96.9 04 **BEAVER FALLS**, 7th Ave. & 11th St.
J. F. McCreary & Son, 617 17th St., Stock Michelin Tires.
Continue along 7th Ave., passing under RR. (97.6 m).
- 97.9 1.0 Cross toll-bridge (Beaver River—10c toll), and turn right along east side of the river.
- 98.4 0.5 **NEW BRIGHTON**; straight through with trolley.
- 100.6 2.2 Turn left with trolley under RR. and immediately right into Delaware Ave.
- 100.9 0.3 Turn left with one car-line, direct into Brighton Ave.
- 101.4 0.5 **ROCHESTER**; end of Brighton Ave., turn right across RR. and next left—still with the trolley. The route is now along the Ohio River practically all way into Pittsburgh.
- 102.9 1.5 Cross bridge over RR. and immediately turn right.

Hopkins ELECTRIC Speedometer
 "No Flexible Shaft"
 and
The Electrodrometer

Its accuracy
is unaffected by
changes in temperature.

See page facing
front cover

Easily reset
forward or backward
to any reading any time.

Route 385**Cleveland Section**

- 103.3 0.4 **FREEDOM**; straight through, past **Freedom** station (on right—103.4 m).
- 108.2 4.9 Cross high viaduct and at end of same bear right (leaving trolley to left)—**dangerous trolley crossing (108.7 m)**.
- 109.9 1.7 Turn right—sign, "Pittsburgh"; pick up and follow trolley across RR. (110.2 m) into 14th St.
- 110.3 0.4 **ECONOMY**; turn left into Merchant St.
- 111.2 0.9 **Ambridge**; straight through with trolley.
- 111.5 0.3 Keep to left with main line of trolley; cross stone bridge (111.6 m)—sharp curve (111.9 m).
- 114.6 3.1 Turn left into Beaver St.,
- 115.4 0.8 **SEWICKLEY**.

Anderson Auto Co., Broad Street, Stock Michelin Tires.

Direct through on Beaver St., shortly ascending grade on narrow road between foothills and river.

- 118.5 3.1 Turn right over dangerous RR. crossing and immediately left—another dangerous crossing (119.0 m). Shortly pick up trolleys, following them on winding road through several suburbs, and over 5 viaducts, at one of which (124.1 m) pay from 5c to 10c toll, same thorofare becomes California Ave., Allegheny.
- 126.0 7.5 Leave trolley by turning right across bridge over RR. into Chartier St.
- 126.7 0.7 Turn left from Chartier St. into Western Ave.
- 126.9 0.2 Turn right from Western Ave. into Fulton St.
- 127.0 0.1 Turn left from Fulton St. into Ridge Ave., coming along park (on left).
- 127.8 0.8 Turn right into Sherman Ave., curving left (127.9 m).
- 128.1 0.3 **Stockton Ave. & Federal St.**; turn right into Federal St., passing under RR. (station on right). Continue straight ahead across long iron bridge (Allegheny River—5c toll) into 6th Ave., Pittsburgh.
- 128.7 0.6 Jog left on Liberty Ave. and immediately right on Market St.
- 128.8 0.1 Turn left on 5th Ave.
- 129.0 0.2 **PITTSBURGH**, 5th Ave. & Smithfield St.

Schenley Hotel, Grand Boulevard and Fifth Avenue.

Iron City Automobile Co., 618 Wylie Avenue.

For diverging routes, see **Index map**, Pittsburgh Section, Vol. 3.

Route 385—Cleveland, Ohio, to Pittsburgh, Pa.—135.4 m.

Route map, page 729

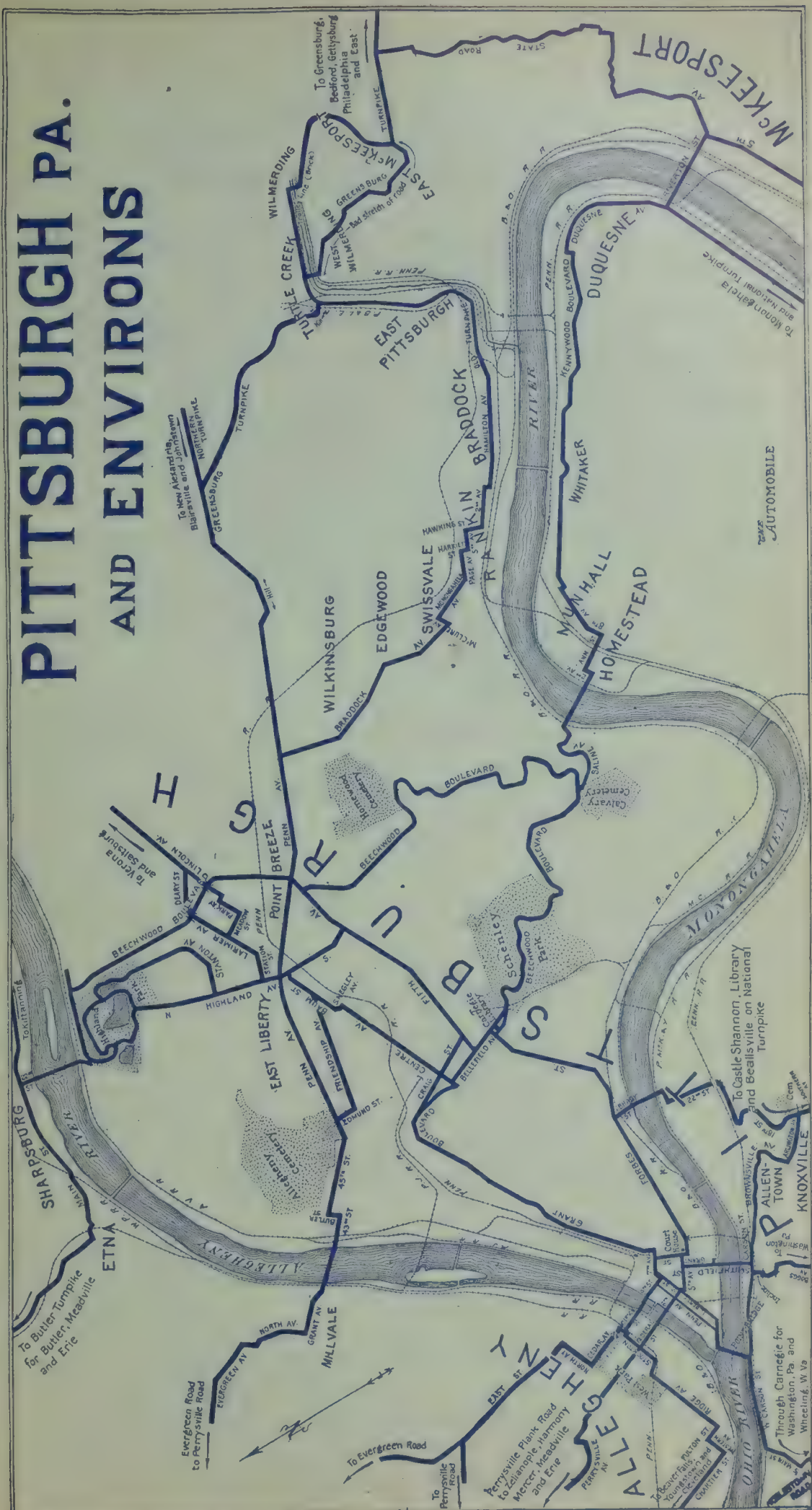
Reverse route, No. 758

Via Chagrin Falls, Auburn, Troy, Parkman, WARREN, Girard and YOUNGSTOWN, Ohio, to Darlington and BEAVER FALLS, Pa. Thence along the Beaver River to Rochester, where the Ohio River is reached and followed to and across the Allegheny River into Pittsburgh.

Not as satisfactory a through trip as the shorter line, Route 383, but much traveled, especially in summer between Cleveland and Youngstown, and Youngstown and Pittsburgh. A hilly trip; roads variable, mostly dirt, with considerable clay and some macadam. In settled weather the going averages good, but if the trip is made in wet weather (which is not advised), car should be equipped with chains.

Descriptive Outline—This route is almost directly east for some distance through numerous small towns into **Warren**, the county seat of Turnbull County. This is a very attractive little city with well paved streets and many beautiful

**PITTSBURGH PA.
AND ENVIRONS**



THE PARK HOTEL—American Plan THE COLONIAL HOTEL—European Plan

CHRYST & ROACH, Proprietors

Auto Storage in Connection

WARREN, OHIO

Tod House :: Youngstown, Ohio

In Public Square

BEST IN CITY

RATES: \$2.50 to \$4.00
AMERICAN PLAN

THE VAN WYE AUTO COMPANY

Official Blue Book Garage

We carry a full line of auto supplies and accessories. Fireproof building. Large floor space. Agents for Rider-Lewis, Cutting and Krit cars.

WARREN, OHIO

shade trees. At one time it was the capital of an old Western Reserve. Niles is probably best known through location here of the Niles Car Works. Youngstown, county seat of Mahoning County, is distinctly a manufacturing city devoted largely to iron and steel industries. The route from here into Pittsburg is almost entirely through a section devoted to the production of iron and steel products, the principal towns being New Castle and Beaver Falls.

MILEAGES Total Intermediate

(For this and optional exits, see city map, page 712.)

- | | | |
|------|-----|--|
| 0.0 | 0.0 | CLEVELAND, Public Square (Euclid Ave. side). Start nearly east on Euclid Ave. |
| 0.3 | 0.3 | Turn right on E. 9th St., following trolley. |
| 0.8 | 0.5 | Turn left on Woodland Ave., with one line of trolley. |
| 2.3 | 1.5 | Forks of 5 prominent roads; turn square right on East 55th St. |
| 3.8 | 1.5 | Turn left on Broadway, which follow 2.2 miles, bearing right (4.4 m). |
| 6.0 | 2.2 | Turn left with one line of trolley on Miles Ave.; cross RRs. (6.5 m & 7.7 m), keeping straight ahead on main road when trolleys bear right. |
| 10.8 | 4.8 | Randall ; avoid right-hand road (which leads over RR. bridge), following main road over wood bridge (13.5 m) — caution for sharp right and left curves downgrade (16.8 m). Picking up trolleys (from left), follow them across iron bridge (17.1 m), with sharp left curve over long iron bridge (17.2 m). |
| 17.3 | 6.5 | Fork; keep to right with trolleys— caution for sharp left curve (17.9 m), thence with car-tracks all way to |
| 18.9 | 1.6 | CHAGRIN FALLS , park on left.
R. W. Stoneman & Co., Stock Michelin Tires.
Straight ahead with trolleys—upgrade—across RR. (19.2 m); when tracks turn left on private right of way (20.3 m), continue direct through several 4-corners and across frequent iron bridges. |
| 27.2 | 8.3 | AUBURN CENTER ; straight through, and also through |

PIERCE-ARROW

ABSOLUTELY FIREPROOF

CADILLAC

THE ELTON

Auto & Repair Co.

Full line of
Republic
Tires in
Stock

Accessories
of all Kinds



Best equip-
ped Machine
Shop in
Eastern Ohio

Open Always

207-209-211-213 So. Champion Street

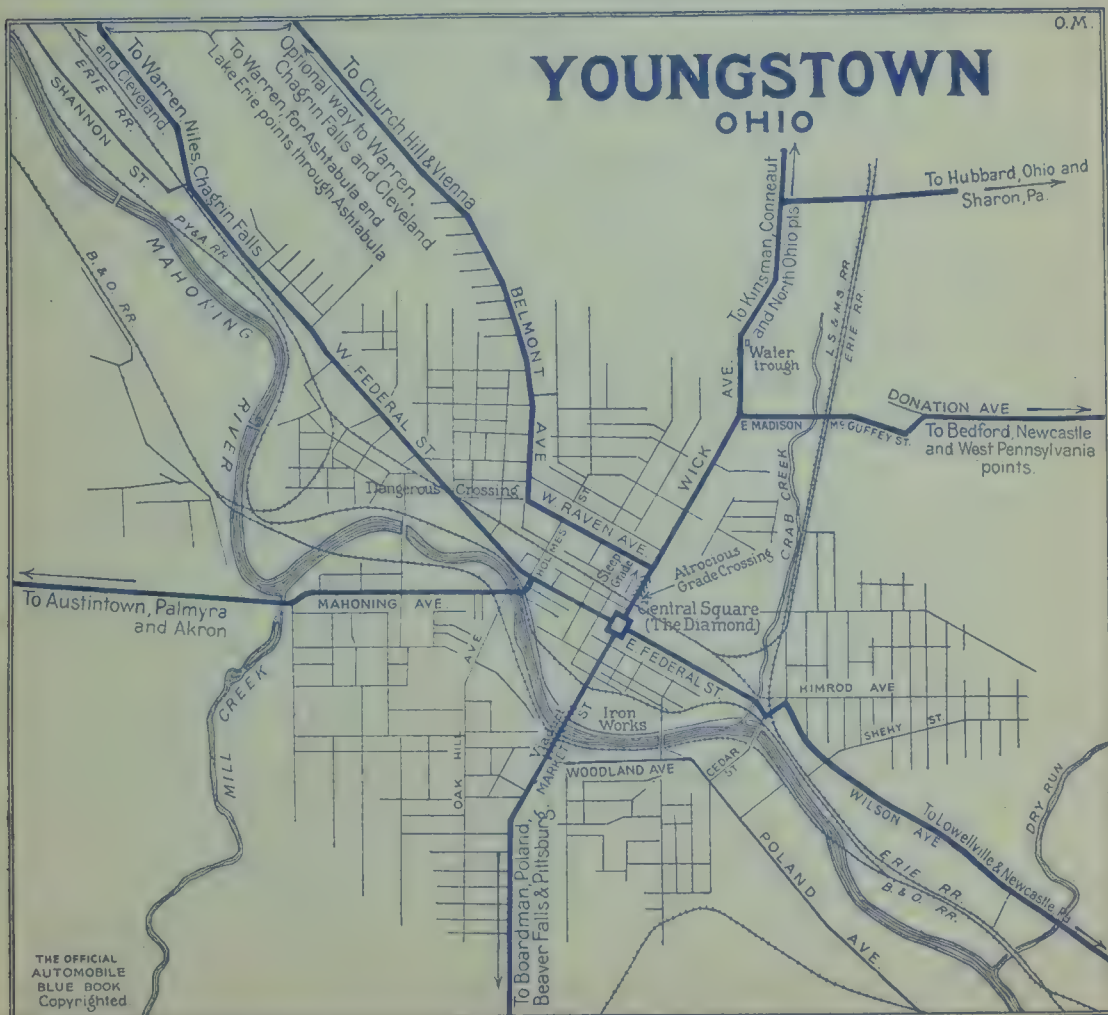
Official
Headquarters

YOUNGSTOWN, O.

See us for New
Route to
Cleveland

Albert Elton, Gen. Mgr.

Bell Phone 443



- Auburn Corners** (28.8 m), crossing two small iron bridges (29.7 m).
- 30.2 3.0 Prominent 3-corners; keep to left, direct into
- 32.8 2.6 **TROY (Welshfield)**; straight through cross-road taking right fork (33.0 m), direct through several 4-corners.
- 37.0 4.2 **PARKMAN**; straight through, past park on right.
- 37.6 0.6 Fork; take the right-hand road, crossing iron bridge (39.1 m), and bearing right at fork (39.6 m). Continue through prominent cross-road (40.8 m), passing right-hand road (41.0 m); cross iron bridge (42.9 m), bearing left (43.7 m) to
- 44.6 7.0 **Southington**, point of 5-roads; bear diagonally right (don't turn square right), straight ahead through several cross-roads. Cross iron bridge (Mahoning River—50.5 m); from end of bridge turn right, immediately taking left fork. Cross RR. (52.4 m), bearing right at fork (52.5 m), same thorofare becoming Parkman St., Warren.
- 53.0 8.4 Turn left from Parkman St. into Market St.; take left fork (53.3 m), crossing long iron bridge (Mahoning River—53.6 m), to park on left.
- 53.7 0.7 **WARREN.**
 Park & Colonial Hotels.
 Van Wye Auto Co., 1 block south of park.
 Straight through center of city on Market St.
- 54.2 0.5 Turn right from Market St. into Chestnut St., bearing left on Niles Ave. (54.4 m).
- 54.5 0.3 Cross RR. and immediately take left-hand road—Youngstown Ave.—direct macadam, crossing RR. (54.8 m) and iron bridge (57.5 m).
- 57.7 3.2 Fork; keep to right on main road.
- 60.6 2.9 **Tibbetts Corner**; picking up trolley (from right), follow same past Avon Park (on left—61.4 m) and across iron bridge (61.9 m).
- 62.2 1.6 (Left-hand road leads to Hubbard, Ohio, Newcastle, Beaver Falls and Pittsburgh, Pa.; to go that way leave this line—which is routed via Youngstown—referring to separate head, page 737.)
For Youngstown and Pittsburgh, continue straight ahead with the trolleys.
- 62.7 0.5 **GIRARD**; straight through, passing under RR. (63.6 m).
- 63.7 1.0 Turn left (first left after RR.), across dangerous RR. (63.8 m); immediately turn right, following trolleys (balance of way into Youngstown). Cross RR. (dangerous crossing—66.9 m), straight ahead on Federal St. to
- 67.7 4.0 **YOUNGSTOWN**, Central Square, Market & Federal Sts.
 Tod House, South side of Square.
 The Elton Auto & Repair Co., Front & Champion Sts.
 Turn right on Market St., crossing long viaduct (Mahoning River—68.1 m); straight ahead upgrade on brick pavement, shortly becoming macadam.
- 70.6 2.9 Jog right and immediately left, straight ahead.
- 73.1 2.5 Prominent 4-corners just beyond small village of Boardman; turn left.

Cleveland Section

Route 385 A

75.7	2.6	Poland ; straight through, crossing iron bridge (75.9 m).
75.9	0.2	Fork immediately beyond iron bridge; take the right-hand road upgrade, straight ahead on main road with telegraph poles.
80.9	5.0	New Middletown ; direct through.
84.7	3.8	Petersburg ; straight through, following main-traveled road for several miles.
90.7	6.0	Enon Valley ; cross RR.—caution for winding grades with bad waterbars (91.7 m).
92.3	1.6	Turn square right with telegraph poles, downgrade.
93.0	0.7	End of road; turn left.
94.5	1.5	End of road; turn right.
94.9	0.4	Pass first left-hand road, taking the second left into
95.1	0.2	DARLINGTON, Pa., Hotel Darlington.

This route now meets the Cleveland-Ravenna-Salem-Darlington-Beaver Falls-Pittsburgh line; see page 731. By setting odometer at 88.7 to conform with that route, full running directions and odometer distances will be had balance of way to Pittsburgh; total distance Cleveland to Pittsburgh via Youngstown 135.4 m.

Route 385-A—Alternate, Cleveland to Pittsburgh, via Newcastle, Pa.

Route map, page 729

Reverse route, No. 758A

Leaving the Cleveland-Youngstown-Pittsburgh line (already given) just above Girard, thence nearly west to NEWCASTLE, where a southward turn is made to Beaver Falls, merging with the Cleveland-Ravenna-Salem-Darlington-Beaver Falls-Pittsburgh route. See map, page 729.

Not as satisfactory a through trip as the shorter line, route 383, but much traveled, especially in summer, between Cleveland and Newcastle, and between Newcastle and Pittsburgh. A hilly trip; roads variable—mostly dirt, with considerable clay and some macadam. In settled weather the going averages good, but if the trip is made in wet weather (which is not advised), car should be equipped with chains.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 712.)

0.0 0.0 **CLEVELAND**, Public Square (Euclid Ave. side).

See Route No. 383, page 563, for full running directions and odometer mileages through **Chagrin Falls** (18.9), **Parkman** (37.0 m) and **Warren** (53.7 m) to the mileage 62.2 m in that route.

62.2	62.2	Leave the Youngstown-Darlington-Beaver Falls line (straight ahead), by turning left.
64.2	2.0	Churchill ; direct through on main road—caution for dangerous RR. crossing (67.0 m). Picking up trolley (from right—68.5 m), follow same to 4-corners.
69.2	5.0	HUBBARD ; straight through center of town, leaving trolleys to left. Cross iron bridge (69.4 m) and RR. (69.6 m), ascending grade.
69.8	0.6	Turn right and next left (70.1 m), following main road across small bridge (72.7 m) to
72.9	3.1	4-corners; turn right, straight ahead through cross-road (74.1 m) to
75.8	2.9	End of road, New Bedford ; turn left, immediately taking right fork at church—caution for sharp right curve (78.2 m), straight ahead through hamlet of Marr (78.8 m).

Route 385A**Cleveland Section**

- 79.0 3.2 Fork; take the left-hand road, bearing right (82.0 m).
Cross iron bridge (82.7 m) and trolley (82.8 m).
- 84.2 5.2 Irregular 4-corners turn left with telegraph poles,
descending long grade on macadam (85.9 m).
- 86.8 2.6 Keep to left of cement watering trough in fork, crossing
RR. (86.9 m). Cross iron bridge (Shenango River—87.0
m) and RR. again into Grant St., Newcastle; leaving trol-
ley to right (87.4 m).
- 87.5 0.7 Turn right from Grant St. into Jefferson St.
- 87.7 0.2 **NEWCASTLE, Square**, with monument.
Lawrence Auto Co., South Mercer Street, Stock Michelin Tires.
Turn left on Washington St.
- 87.9 0.2 Turn right with trolley into Mills St., crossing bridge and
RR. (88.0 m).
- 88.8 0.9 End of Mills St.; turn right on Long Ave., and next left
into Moravia St.
- 89.2 0.4 Turn right across RR. and bridge into Mahoning Ave.—
sharp curves—crossing RR. (89.9 m).
- 90.0 0.8 Turn left with trolleys into North Cedar St.
- 90.7 0.7 Turn right with trolleys, and left with tracks (90.8 m),
passing under RR. (90.9 m).
- 90.9 0.2 Turn next right, winding through Mahonington; cross
RR. (91.4 m), avoiding right-hand road just beyond
(which goes through covered bridge).
- 91.5 0.6 Turn left, crossing long iron bridge over Mahoning River
(92.1 m)—**caution** for left and right curves across iron
bridge (92.5 m)—more sharp curves (93.1 m).
- 94.9 3.4 Fork (sign, "Wampum 4 m"); take the left-hand road.
- 95.2 0.3 **Moravia**, end of road; turn left across RR. and iron
bridge. Pass left-hand road (which crosses the river,
95.5 m), by following main road down the river, crossing
another iron bridge (98.3 m).
- 98.7 3.5 **Wampum**; straight through, bearing right (99.1 m) under
RR., and again under RR. (99.2 m), running alongside of
mountain. Cross wood bridge (101.8 m), with sharp right
and left curves beyond.
- 104.0 5.3 Cross RR., bridge and RR. again at **Homewood station**
(on left)—**caution** for dangerous winding downgrade,
with horseshoe curve (106.1 m). Pass under RR. (106.3
m), and ascend grade; picking up trolley (106.5 m), fol-
low same into 4th Ave., Beaver Falls.
- 107.7 3.7 Turn left with tracks on 31st St., and right with same
into College Ave. (107.8 m).
- 108.1 0.4 Fork; keep to left with trolley into 8th Ave.
- 108.4 0.3 Turn left into 24th St.
- 108.6 0.2 Turn right into 7th Ave.
- 109.5 0.9 **BEAVER FALLS**, 7th Ave. & 11th St., business center.

J. F. McCreary & Son, 617 17th St., Stock Michelin Tires.

This route now meets the Cleveland-Ravenna-Salem-Darlington-Beaver Falls
Pittsburgh line; see page 731. By setting odometer at 96.9 m to conform
with that route, full running directions and odometer distances will be had balance
of way to Pittsburgh.

Route 386—Cleveland to Canton, O.—57.5 m.

Route map, page 729

Reverse route, No. 371

Via Brecksville, Akron and New Berlin. Over somewhat rolling country with either good dirt or macadam roads two-thirds of the distance; the remainder clay.

A great deal of new road work is taking place in this section, particularly between Cleveland and Akron, and some improvements may have been made by the middle of the summer which would change this route, particularly at Ghent, where we understand the new road is to go straight ahead instead of turning left. **If the improvements are made, keep straight ahead at Ghent** little over 1 mile to new macadam cross-road, where turn left and follow macadam direct into Akron on Market St.

Descriptive Outline—This short route passes through no towns of importance except **Akron**, and here the tourist may well stop a while and visit at least one of the numerous concerns producing not only all kinds of rubber tires, but all sorts of mechanical rubber goods, the largest of these, the Diamond Rubber Co., B. F. Goodrich Co., Swinehart Rubber Co., Goodyear & Firestone Rubber Co. The growth of the city due to this industry has been almost phenomenal and anyone not watching the growth of these concerns will be unable to realize that in about five years the population of the city has been doubled.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 712.)

0.0	0.0	CLEVELAND , Monument Square, business center.
		Go east on Euclid Ave.
0.3	0.3	9th St. ; turn right and follow trolley on 9th St., where turn left to
0.9	0.6	Woodland Ave. , 5-corners; bear left with trolley to
2.6	1.7	E. 55th St. , 5-corners; turn square right, following trolley over RR. bridge and river (3.0 m), running under RR. (3.5 m).
4.0	1.4	Broadway , Broadway Bank on right; bear diagonally left on Broadway, taking care not to pass
4.9	0.9	E. 71st St. ; bear right on brick pavement, following same across RR. bridge (6.3 m); curving left downgrade (7.6 m).
7.7	2.8	Right-hand road immediately after crossing RR.; turn right with brick pavement over iron bridge, cross 2 RRs. (9.0 m), bearing left just beyond; following brick pavement up long grade, straight through small hamlet of Independence (10.1 m), running down long grade across iron bridge into
14.7	7.0	BRECKSVILLE . Straight through, running off brick pavement (15.1 m—1909); continue straight ahead on good clay road, bearing slightly right (18.7 m)—avoid road to left, shortly running downgrade; straight through prominent 4-corners (20.3 m & 23.8 m); follow telephone line on direct road, crossing iron bridge at
26.0	11.3	GHENT . A short distance beyond iron bridge, bear left and immediately right upgrade, passing school (on left), town hall (on right); follow winding but direct road through prominent cross-road (28.0 m) to
28.4	2.4	End of road; turn left, running onto good macadam, follow same across RR. (30.7 m); same thorofare becomes W. Market St., which follow with trolley to center of

West Hill Garage, 67 W. Market St., Stock Michelin Tires.



34.4 6.0 **AKRON, Main & Market Sts.**

West Hill Garage, 67 W. Market St., **Stock Michelin Tires.**

Continue straight through on Market St., running up-grade across bridge over RR. (34.8 m); cross RR. (grade —36.2 m), running off brick pavement (37.0 m)—trolley leaves to the right (road is rough and rutty for a short distance).

38.1 3.7 Fork; bear right, picking up trolley (from the right) a short distance beyond; follow same through **Springville** (39.7 m), curving left just beyond; pass small lake (over to the right)—trolley leaves to the right (40.5 m); straight through diagonal cross-roads (40.9 m); pass brick school (on left—41.8 m)—meeting trolley (42.9 m); follow same straight through **Uniontown** (45.0 m), **Greentown** (48.4 m) and **New Berlin** (52.0 m); same thoroughfare becomes N. Cleveland Ave., which follow with trolley to

57.4 19.3 **Tuscarawas St.**; turn left 1 block to Court House and Public Square.

57.5 0.1 **CANTON, Market & Tuscarawas Sts.**

Hotel Courtland, West side of Court House.

Hofbrau Haus, Court & Seventh Sts.

Wilson Motor Car Co., 514 N. Cleveland Ave.

For city map, see page 699. For diverging routes, see **Index map**, page 655.

For through connections, see **Trunk-line Index map**, front of book.

For Routes to **Ft. Worth, Tex.**, see **Kansas City Section**; for **Trancontinental Routes** see Route Nos. 1001 to 1012.

In "Wet" Territory

DEAL HOUSE :- BUCYRUS, OHIO

PUBLIC SQUARE. THE VOGEL HOTEL CO., Props.

Rooms en suite with private baths. Leading hotel with finest bar in city in connection.
 American Plan, \$2.00 to \$3.50 per day. European Plan, 75c to \$2.00 per day.

Route 388—Cleveland to Columbus, Ohio—170.9 m.

Route map, page 655

Reverse route, No. 351

Via Elyria, Norwalk, Bellevue, Bucyrus and Marion. Mostly level country with good dirt or macadam practically all the way.

MILEAGES
 Total Intermediate

(For this and optional exits, see city map, page 712.)

0.0 0.0 **CLEVELAND**, Public Square.

For complete running directions on first part of this Route, see Route No. 395 to

71.4 71.4 **BELLEVUE**, 5-corners. Fountain on left.

Hotel Bourdette, Kilbourne St.

Bellevue Garage, W. Main St.

J. J. Duerr, 122 N. West St., **Stock Michelin Tires**.

Bear left on Main St., for 1 block and turn left onto Kilbourne St., leaving trolley; cross RRs. (71.7 m & 72.7 m), avoiding all right and left-hand roads, going straight ahead.

81.6 10.2 Fork just after crossing small iron bridge; blacksmith shop (on left); bear right, continuing direct to

85.3 3.7 Diagonal cross-road just east of **Republic**; turn left on macadam, going straight ahead across iron bridge, running under RR. (85.9 m). Avoid all cross-roads, crossing RR. (89.6 m & 90.0 m), through **Bloomville** (90.3 m).

94.5 9.2 Jog left and immediately right through irregular 4-corners, through **Lykens** (96.2 m), cross RR. (station on left—97.0 m).

100.5 6.0 Jog left and immediately right through irregular 4-corners at **Brokensward**, crossing iron bridge (101.3 m).

101.5 1.0 4-corners (right-hand road leads to **Tiffin**); turn left to

101.7 0.2 Right-hand road; turn right, continue straight ahead across RR. (105.7 m) to

107.5 5.8 End of road; turn left on N. River St. to

107.7 0.2 End of street; turn right across iron bridge and RR. to

108.0 0.3 **BUCYRUS**, Public Square.

Deal House.

Elberson Hotel, South side of Square.

H. A. Paxton, 310 S. Sandusky Ave., **Stock Michelin Tires**.For diverging routes, see **Index map**, page 655.

Keep south on brick pavement to

108.6 0.6 Fork; sign "Marion 18.0 m;" bear right, following telegraph poles, picking up trolley from the right (112.0 m);

36

THE Warner Auto-Meter, "The Aristocrat of Speed Indicators," is quiet in operation and will remain accurate during the life of many cars. Many so-called "speed indicators" make more noise than a noisy car and are always open to suspicion as to their truthfulness.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.



PILGRIM INN, MARION, OHIO

THE LEADING HOTEL IN THE CITY Next to the Court House

Headquarters for Automobile Tourists

Rates, \$2.00 \$2.50 \$3.00
(American Plan)

M. M. LIPPINCOTT

CADILLAC GARAGE 215 South Main Street Storage and Supplies

Phone 338
Fireproof

Marion, Ohio

follow same across numerous iron bridges, crossing RR. (124.0 m). Trolley leaves to the left (125.2 m). Keep straight ahead across RR. (125.9 m) to Court House,

126.0 17.4 **MARION**, Main & Center Sts.

Pilgrim Inn, Next to Court House.

Cadillac Garage, 215 S. Main St.

Charles Hoyles, Stock Michelin Tires.

Continue south on Main St., with trolley.

126.5 0.5 Fork; bear left with trolley, follow same on direct road, avoiding all intersecting roads, through **Norton** (137.2 m), running under RR. at large water tank (on left—145.6 m), entering town on Main St., which follow to

146.6 20.1 **DELAWARE**, Court House on right.

Delaware Auto Car Co., 19 N. Union St., Stock Michelin Tires.

Continue straight south on Main St., with trolley across RR. (147.0 m), pass cemetery (on right—147.5 m), pass large car barns (on left—149.8 m).

149.9 3.3 Fork just beyond car barns; bear left with trolley across iron bridge, turning right off of same. Pass **Lewis Center** station (154.2 m) and **Glenmary Park** (on left—159.3 m), going through **Worthington** (161.2 m), running onto brick pavement on N. High St., follow same past Union Station (on left—170.4 m) to State Capitol, center of

170.9 21.0 **COLUMBUS**, Broad & High Sts.

Hotel Hartman, Main & Fourth Sts.

Southern Hotel, S. High & Town Sts.

Chittenden Hotel, N. High & Spring Sts.

Central Ohio Motor Car Co., 61 E. Spring St.

Ritter & Borst Garage, 35 W. Mound St.

The Snyder Auto Co., 765 E. Long St., Stock Michelin Tires.

Hudson Sales Company, 241 N. Fourth St., Stock Michelin Tires.

For city map, see page 656. For diverging routes, see Index map, page 655.

For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 389—Cleveland to Columbus, Ohio—157.1 m.

Route map, page 655

Reverse route, No. 352

Via Ashland, Mansfield and Delaware. Short line between these two towns, but is not recommended in wet weather.

0.0 0.0 **CLEVELAND**, Public Square.

For complete running directions, see Route No. 395 to

34.5 34.5 **OBERLIN**, College & Main Sts. Park on far right.

Oberlin Mach. & Garage Co., S. Main St., Stock Michelin Tires.

For city map, see page 584.

Cleveland Section

Route 389

- Turn left on Main St., crossing RR. at station (34.9 m), following straight ahead with trolley.
- 40.7 6.2 Fork; bear right with trolleys, crossing RR. (42.6 m), straight through **Wellington**, where trolley ends (42.7 m), crossing RR. (43.5 m), straight through **Huntington** (47.2 m), crossing RR. at **Huntington Station** (48.0 m), crossing RR. (51.7 m), straight through **Sullivan** (52.1 m), straight through 5-corners (54.5 m), cross trolley and RR. (57.4 m), straight through **Polk** (57.8 m).
- 58.8 18.1 4-corners; turn right with telephone line.
- 60.2 1.4 End of road; school-house on right; turn left with telephone line.
- 60.7 0.5 4-corners; turn right, crossing RR. (61.6 m), cross trolley (61.8 m).
- 62.6 1.9 **MANKIN**, 4-corners. Post Office on right. Turn left, crossing trolley (62.9 m).
- 63.1 0.5 Right-hand branch road; bear right, avoiding road to the right (63.7 m). Swing right with road (64.2 m).
- 64.3 1.2 Left-hand road just before trolley crossing; turn left, swinging right with road across trolley (64.6 m) and left with road immediately beyond. Cross trolley (65.0 m).
- 65.2 0.9 Fork; bear right across trolley (65.4 m).
- 66.3 1.1 Left-hand branch road; bear left, crossing RR., going under RR., crossing RR. (66.7 m).
- 66.9 0.6 End of road; turn right, picking up trolley, which to
- 67.1 0.2 **ASHLAND**. Keep straight ahead 1 block.
 Ashland Auto Garage, E. Main St.
 J. B. Richards, Union St., Stock Michelin Tires.
- 67.2 0.1 Left-hand street; turn left, leaving trolley, passing water tower (on right—67.9 m), straight through 5-corners (72.2 m), cross trolley (72.4 m). **Caution** for dangerous RR. crossing (72.5 m). Cross RR. (73.4 m), going down short, steep hill (74.7 m), cross trolley (75.3 m), bearing right with road (75.9 m), going down long, winding grade (78.9 m).
- 79.7 12.5 Right-hand branch road; turn right, picking up trolley from right and crossing RR. (80.0 m).
- 80.4 0.7 4-corners; turn left with trolley onto Main St.
- 80.6 0.2 **MANSFIELD**, Main St. and Park Ave. Public Square.
 Southern Hotel, South side of park.
 Ideal Garage & Supply Co., Stock Michelin Tires.
 For city map, see page 619. For diverging routes, see page 655.
 Turn right with trolley onto Park Ave., avoiding angling road to the left (80.9 m). Trolley ends (81.9 m).

Hopkins ELECTRIC Speedometer

"No Flexible Shaft"
and

The Electrodrometer

See page facing front cover

Built rugged and strong. Beautifully finished.

Only trip odometer without a flexible shaft.

GALION MOTOR CAR COMPANY

RAYL BROS.

Fireproof Garage

508-510-512 East Main St.

ACCESSORIES, REPAIRING
REBUILDING

Galion, Ohio

Caution for dangerous RR. crossing (82.7 m), straight ahead on winding road through woods, crossing RR. (85.2 m), straight through **Ontario**. Post Office on right (87.2 m).

- 88.8 8.2 Fork; bear left, crossing RR. (89.8 m).
- 90.2 1.4 End of road; turn sharp right, going under 2 RRs.
- 90.3 0.1 Left-hand road immediately after going under 2 RRs.; turn sharp left, swinging right with road (94.1 m).
- 94.7 4.4 End of road; turn left, going over iron bridge, passing pond and large red brick school-house (on left—94.7 m).
- 94.9 0.2 4-corners; turn right, crossing RR. where trolley comes in from the right (95.2 m).

95.5 0.6 GALION.

Galion Motor Car Co., 508 E. Main St., **Stock Michelin Tires**.

Straight through with trolleys. **Caution not to pass**

- 96.1 0.6 4-corners; turn left (road straight ahead leads to **Bucyrus**). Cross RR. (97.1 m & 100.8 m), straight through **Mt. Gilead** (108.8 m).
- 111.0 14.9 4-corners; church and cemetery on near left; turn right with telephone poles across RR. (111.3 m), going through covered bridge (112.8 m).
- 113.0 2.0 Fork immediately after going through covered wooden bridge; bear left with telephone line. Avoid angling road to the right (113.9 m).
- 114.3 1.3 Swing right with road, crossing iron bridge, going straight through **Cardington**, pass park (on left), crossing RR. (114.7 m). Avoid right-hand branch road (115.4 m), going straight through **Westfield** (121.4 m), avoiding angling road to the right (123.4 m).
- 124.1 9.8 Fork; bear left with telephone poles, swinging left with road along bank of river (125.6 m).
- 125.8 1.7 Fork; bear left with telephone line.
- 131.6 5.8 End of road; turn right, picking up trolley, immediately passing pond (on left).
- 132.4 0.8 End of street; turn right onto Winter St., with trolley, crossing bridge and RR. (132.7 m).
- 132.9 0.5 **DELAWARE**, Winter & Sandusky Sts.
 Delaware Auto Car Co., 19 N. Union St., **Stock Michelin Tires**.
 Turn left with trolley, cross RR. (133.3 m), pass cemetery (on right—133.8 m), pass large car barns (on left—136.1 m).
- 136.2 3.3 Fork just beyond car barns; bear left with trolley across iron bridge, turning right off of same. Pass **Lewis Center** Station (140.5 m) and **Glenmary Park** (on left—145.6

m), going through **Worthington** (147.5 m), running onto brick pavement on N. High St.; follow same past Union Station (on left—156.7 m) to State Capitol, center of

157.1 20.9 **COLUMBUS**, Broad & High Sts.

Southern Hotel, S. High & Town Sts.

Chittenden Hotel, N. High & Spring Sts.

Hotel Hartman, Main & Fourth Sts.

Central Ohio Motor Car Co., 61 E. Spring St.

Ritter & Borst Garage, 35 W. Mound St.

The Snyder Auto Co., 765 E. Long St., **Stock Michelin Tires.**

Hudson Sales Company, 241 N. Fourth St., **Stock Michelin Tires.**

For city map, see page 656. For diverging routes, see **Index map**, page 655.

For through connections, see **Graphic Trunk-line Chart**, inside front cover.

Route 391—Cleveland to Lima, Ohio—156.5 m.

Route map, below

Reverse route, No. 323

Via Elyria and Norwalk or the lake shore route via Sandusky to Clyde from there southwest through Tiffin, Fostoria and Findlay.

Descriptive Outline—For points of interest on Elyria, Oberlin and Norwalk see Route No. 301. At Clyde this route leaves the Toledo route, going southwest into the quaint old town of **Tiffin**, county seat of Seneca County. The Heidelberg University and Ursuline College are both located here. Fort Ball, one of the many forts erected by Gen. Harrison in the early 80's, was located within the present city limits and a tree is still pointed out as marking the site. From here the route is almost straight west into **Fostoria**, a thriving little industrial city founded by Chas. Foster; his home still occupies a conspicuous place in the heart of the city. Foster Incandescent Light Co., Crouse-Tremain Carbon Co., Isaac Harter Milling Co., are probably the most important manufacturing concerns in the city. For points of interest at Findlay see Route No. 307.

MILEAGES

Total Intermediate

(For city map, see page 712.)

0.0 0.0 **CLEVELAND**, Public Square, center of city.

For complete running directions on first part of this route, refer to either **Route No. 295 via Elyria** or **Route No. 396 via Sandusky** to northern edge of **Clyde**, setting odometer at zero for mileage from there.

0.0 0.0 State and Main Sts., northern edge of Clyde, trolley station on left; turn left on Main St., crossing a number of RRs., to center of

0.5 0.5 **CLYDE**, Main & Buckeye Sts.

Turn right on Buckeye St., following brick pavement to

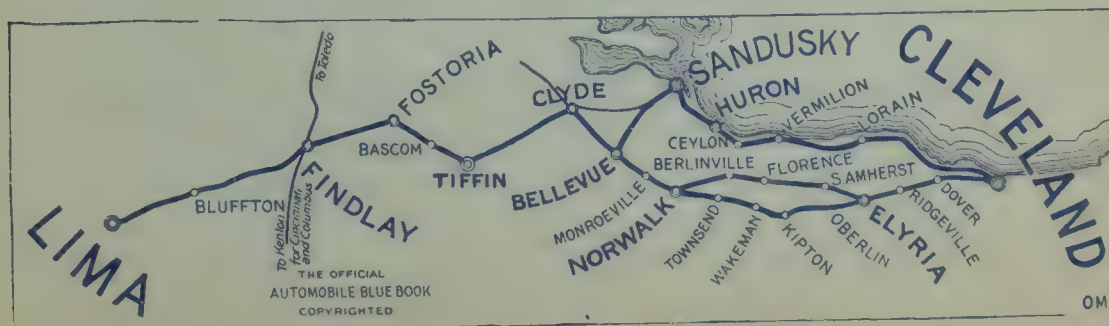
0.8 0.3 Prominent right-hand street; turn right across RR., turning left just beyond, following direct road with telegraph poles;

2.7 1.9 Left-hand branch road, brick school on right; bear left to

4.8 2.1 End of road; bear right with telephone line.

5.2 0.4 End of road; turn left, going straight ahead to center of

6.3 1.1 **Green Springs**. Continue straight through on same thoroughfare across 2 RRs., following main telegraph line, to



Route 395

Cleveland Section

- 9.9 3.6 Prominent cross-road, locally known as Lowell; telegraph line divides; turn right and go straight ahead through all cross-roads, passing church and cemetery (on left—13.4 m)—picking up trolley (from right—16.5 m), cross RR. just beyond, and follow trolley on Perry St. to
- 16.9 7.0 Washington St., Hotel Shawhan on corner; turn left 1 block to Court House, center of
- 19.0 2.1 **TIFFIN**, Washington & Market Sts.
Standard Garage, 12 E. Perry St.
H. P. Klaiss, 145 E. Market St., **Stock Michelin Tires**.
Turn right on Market St., crossing iron bridge and RR. just beyond (19.2 m)—picking up trolley (from right—20.3 m), follow same to
- 21.4 2.4 Prominent right-hand road; turn right with trolley, bearing left with same (22.9 m) to
- 23.1 1.7 Right-hand road, Hopewell School on left; turn right with trolley—avoid RR. underpass (23.5 m); bearing left with trolley, follow same straight through **Bascom** (25.4 m), crossing RR. (32.3 m), curving left onto Tiffin St. (32.6 m) to center of
- 32.9 9.8 **FOSTORIA**, Tiffin & Perry Sts.
H. J. Adams Garage, 120 W. Tiffin St., **Stock Michelin Tires**.
For diverging routes, see **Index map**, page 655.
Keep straight ahead on Tiffin St. to
- 33.3 0.4 Immediately before RR., turn left 1 block and then right, following trolley straight through all cross-roads and southern edge of **Arcadia** (39.1 m), bearing right with trolley into road from left (46.5 m).
- 47.2 13.9 Bear right with trolley across 2 RRs. on Center St. to end at
- 47.5 0.3 **Main St.**; turn left, crossing iron bridge to Court House,
- 47.9 0.4 **FINDLAY**, Main & Cross Sts.
Phoenix Inn, Opposite Court House.
Elec. Const. & Motor Co., Harden & Main Sts., **Stock Michelin Tires**.
For diverging routes, see **Index map**, page 655.
For complete running directions rest of the way to Lima, see Route No. 307.

Route 395—Cleveland to Toledo, Ohio—119.2 m.

Route map, page opposite

Reverse route, No. 301

Via Elyria, Norwalk and Bellevue. On good gravel and stone roads practically all the way.

This is the principal route between these two points, although the route via Sandusky also has its advantages and, particularly in dry weather, makes an enjoyable trip.

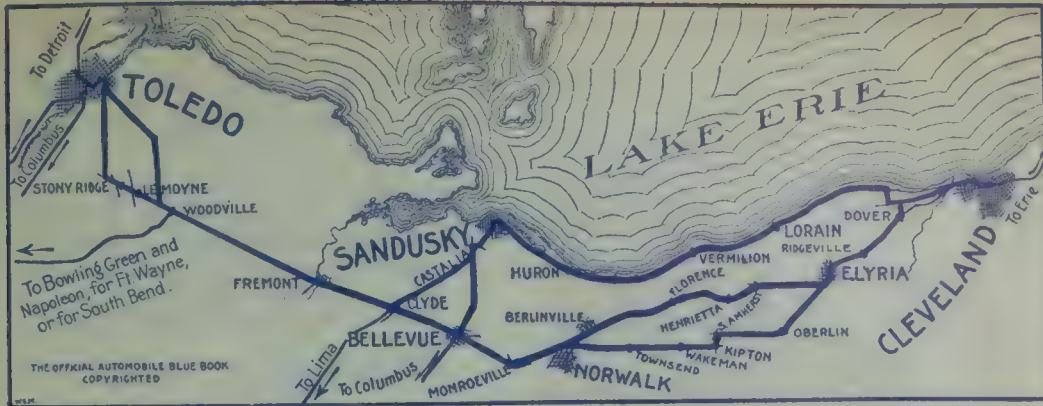
Attention is called to Route No. 395A for option between Elyria and Norwalk, which, if improvements are made during early 1911, will make a much shorter and just as good route between these two points.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 712.)

- 0.0 0.0 **CLEVELAND**, Public Square, center of city.
Go west on Superior Ave., crossing long viaduct over Cuyahoga River and RRs.
- 0.9 0.9 End of street at 25th St.; curve left and almost immediately bear right with one line of trolleys into Detroit



Ave., and follow same straight ahead with trolley under RR. (3.7 m), curving left with street to what is practically the end.

- 7.6 6.7 At saloon on farther right, turn right with brick pavement over **Rocky River Viaduct**.
- 7.9 0.3 At western end of viaduct, turn left and go straight ahead on brick pavement, avoiding right-hand road at **Finney's Corners** (9.1 m).
- 10.1 2.2 Cross-roads with brick pavement and trolley (dirt road straight ahead); **turn right**, go straight ahead, following trolley and brick pavement. Trolley leaves to the right (17.3 m). **Take care not to pass**
- 18.4 8.3 Right-hand road about $\frac{1}{2}$ mile after leaving brick pavement; **turn sharp right**, crossing trolley again (19.2 m).
- 19.5 1.1 End of road; turn left, meeting trolley from the left (20.0 m); follow same through **Ridgeville** (21.1 m).
- 25.2 5.7 Fork; bear left with trolley into Cleveland Ave. **Caution** for RR. crossing (25.4 m), crossing iron bridge just beyond; bear right with trolley on Broad St. to center of
- 26.9 1.7 **ELYRIA**, Middle Ave. & Broad St. Park on left.

For city map, see page 584.

Turn left onto Middle Ave., passing City Hall (on right), picking up trolley from the right immediately beyond; follow same straight out of town, crossing RR. (27.6 m).

- 27.7 0.8 Left-hand branch road; turn left with trolley.
- 28.1 0.4 Right-hand branch road; bear right with trolley. **Caution** for several dangerous turns across trolley.
- 33.2 5.1 Fork; bear left with trolley, crossing RR. (33.8 m), same thoroughfare becoming College St., which follow to center of
- 34.5 1.3 **OBERLIN**, Main St. & College Ave.

Oberlin Mach. & Garage Co., S. Main St., Stock Michelin Tires.

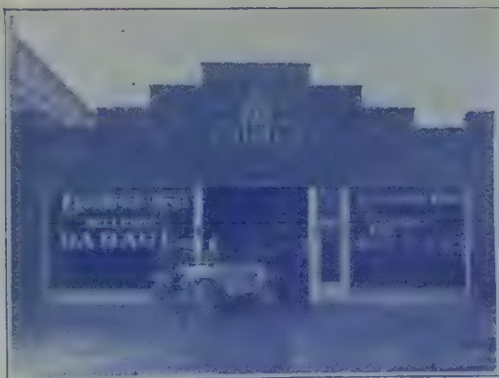
For city map, see page 584. Route No. 389 to Columbus leaves at this point.

Accurate
to the fraction
the year 'round.

Hopkins ELECTRIC Speedometer
"No Flexible Shaft"
and
The Electrodrometer

See page facing front cover

The
perfected 1000
mile trip odometer.
Portable as a watch.



For Your Supplies and Storage
Stop at the

BELLEVUE GARAGE

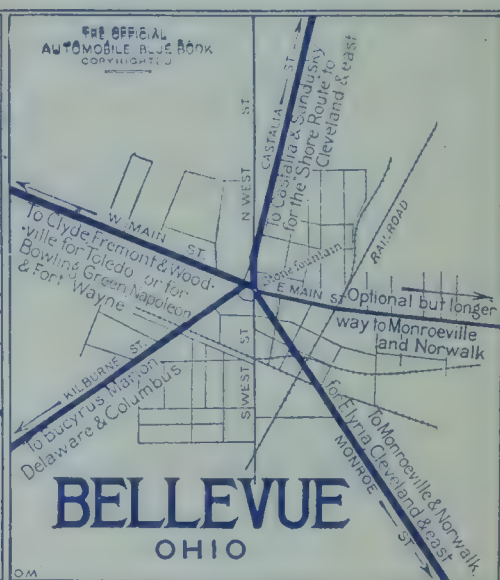
WEST MAIN STREET
BELLEVUE, OHIO

For
Comfort and Refreshments

HOTEL BOURDETTE

KILBOURNE STREET

Hotel and Garage in Same Block



Turn right 1 block on College Ave., where turn left on Lorain St., following same across RR. (35.7 m), bearing slightly left through 4-corners (36.5 m). Trolleys leave to the right; going straight past brick school-house (38.6 m).

- 38.7 4.2 4-corners; turn left, following good road through **Kipton** (40.2 m) to first prominent 4-corners at farther side of town.
- 40.8 2.1 4-corners; turn right, follow telephone poles, crossing iron bridge at **Wakeman** (46.2 m).

Cleveland Section

Route 395

- 46.4 5.6 First left-hand road beyond freight house; turn left with poles.
- 46.8 0.4 End of road; bear right with poles, going straight through **Townsend** (51.3 m), jogging left and immediately right (53.9 m), crossing RR. tracks (56.0 m), following Townsend Ave. to
- 56.9 10.1 **Main St.**; bear left, crossing RR. to Court House, center of
- 58.0 1.1 **NORWALK.** Court House on left.
 The Avalon House, W. Main St.
 Lofland & McDonald, rear of Court House, **Stock Michelin Tires.**
 Go through on W. Main St., curving left downgrade across iron bridge (60.0 m), crossing **dangerous** high-speed trolley (60.4 m) and same tracks again (62.5 m).
- 62.6 4.6 End of road; turn right over trolley and 2 RRs. and through covered bridge (63.7 m).
- 63.0 0.4 Turn left into the main street of
- 63.1 0.1 **MONROEVILLE.** Go through center of town, crossing RR. (64.1 m).
- 63.4 0.3 Turn right; frame church on corner at turn.
- 64.0 0.6 At large oak tree edge of town, turn left, straight ahead, avoiding left-hand road near white church (67.7 m). Keep on main road—considerable sand. **Caution for dangerous crossings** of 2 RRs. (69.5 m) and trolley.
- 70.7 6.7 Curve right over 4 dangerous RR. tracks close together, at fork beyond last RR. (71.3 m); keep left on Monroe St. to center of
- 71.4 0.7 **BELLEVIEW**, 5-corners. Stone fountain on left.
 Hotel Bourdette, Kilbourne St.
 Bellevue Garage, W. Main St.
 J. J. Duerr, 122 N. West St., **Stock Michelin Tires.**
 Route No. 388 to Columbus leaves at this point.
 Trolley comes in from the right. Bear left on Main St. and follow trolleys straight ahead for nearly 30 miles, but principal towns and landmarks will follow in usual Blue Book style. Cross RRs. (72.1 m, 72.9 m & 78.5 m) to Main St. at northern edge of
- 78.7 7.3 **CLYDE**—trolley station on left, business center a few blocks to the left.
 (Route No. 391 for Lima leaves to the left.)
 Continue straight west on direct road, with trolley, crossing trolley at **Sandusky Jct.** (84.1 m), cross iron bridge and RR. (85.9 m) to center of

37

THE Warner Auto-Meter is so sensitive that it will correctly indicate the speed of an Automobile when pushed ahead by hand on the garage floor. And with equal accuracy, all ranges of speed up to 100 miles per hour. And will continue to do this for YEARS. It is indeed "The Aristocrat of Speed Indicators."

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.



Hotel Fremont FREMONT, OHIO

The Best Stop Between Cleve-
land and Toledo

AMERICAN PLAN

Rates \$2.00, \$2.50 and \$3.00 per day

PHIL. A. LINS, Prop.

THE PALACE GARAGE



614 West State Street

On all official routes

FREMONT, OHIO

Fireproof, Storage, Machine
Shop, Full Line of
Accessories

—ALWAYS OPEN—

No matter where you are if in
trouble phone

Bell 106, Home 268

M. M. MUDD, Prop.

86.0 7.3 **FREMONT**, State & Park Sts.

The Fremont, State & Park.

Palace Garage, 614 State St., Stock Michelin Tires.

Continue straight through on State St., running up-
grade; cross RRs. (86.5 m, 87.1 m & 87.5 m), passing
through several small villages, curving right over iron
bridge (100.3 m) into center of

100.5 14.5 **WOODVILLE**. Continue straight through on main
thorofare, where trolleys leave to the left at left-hand
branch road where.

101.0 0.5 **Ft. Wayne-So. Bend** routes diverge. For Toledo, con-
tinue straight ahead with main line of telegraph wires to

104.6 3.6 Prominent cross-road—school on left—Toledo A. C. sign
on farther right; turn right, jogging right and imme-
diately left through irregular 4-corners (107.0 m), cross-
ing RR. (107.8 m), pass school (on left) a short distance
beyond; cross RR. (110.8 m).

111.6 7.0 Prominent cross-road—meeting trolley; turn left and
follow direct road with trolley line across RRs. (115.7 m,
116.6 m, 116.6 m & 116.7 m).

117.0 5.4 **E. Broadway**; bear right with trolley on diagonal street,
leaving car tracks to the left at Starr Ave. (117.6 m).

117.7 0.7 **Oswald St.**—1 block after trolley leaves; turn left to

118.1 0.4 **Front St.**; turn left and next right 2 blocks beyond onto
Cherry St., cross RR. and long iron bridge.



HOTEL SECOR

TOLEDO, OHIO

FIREPROOF

EUROPEAN PLAN

304 Rooms—200 with Bath

Magnificent Suites for Touring Parties.

Excellent Cuisine and Fine Music

WALLICK BROTHERS, Proprietors

Also of "CADILLAC," Broadway & 43d St., New York

THE STANDARD GARAGE CO.

233-7 Ontario Street

TOLEDO, OHIO Opposite Public Library

Home Phone 2333

Official A. A. A. Headquarters

Bell Phone 747

- 118.7 0.6 Superior St.; turn left with trolley direct to center of
 119.2 0.5 **TOLEDO**, Madison Ave. & Superior St.

Hotel Secor, Superior & Jefferson Sts.

The Standard Garage Co., 233 Ontario St., Stock Michelin Tires.

United Garage Co., 915 Jefferson St.

Maplewood Garage, 2651 Monroe St., Stock Michelin Tires.

For diverging routes, see Index map, page 579.

For through connections, see Graphic Trunk-line Chart, inside front cover.



Routes 395 A—396

Cleveland Section

Route 395-A—Elyria to Norwalk, Ohio—28.8 m.

Route map, page 747

Reverse route, No. 301A

This option through Amherst is shorter than the regular route, but unless improvements are made during 1911 the regular route is to be preferred, particularly in dry weather, when the sand on this route is liable to be very heavy.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 584.)

0.0	0.0	ELYRIA , Broad St. & Middle Ave.
		From park (on left) go straight ahead on Broad St.
0.3	0.3	Turn right with car-tracks over stone bridge.
0.6	0.3	Caution for dangerous right turn under RR.; immediately beyond leave trolleys by turning left. Continue straight ahead over RR. (0.8 m), cross bridge over RR. (1.7 m)—dangerous RR. (6.0 m).
7.3	6.7	AMHERST . Straight through small village, crossing RR. (8.8 m).
10.5	3.2	HENRIETTA . Direct through small village; carefully descend grade (12.9 m), cross long bridge (13.2 m) and ascend grade through Birmingham (13.4 m), crossing trolley (14.0 m).
16.5	6.0	Straight through 4-corners, Florence , keeping left on main road at fork (16.8 m), past numerous side-roads.
22.0	5.5	Fork— Berlinville ; take the left-hand road. Continue under RR. (24.4 m), bearing left with car-tracks (25.0 m), cross trolley (25.9 m) and RR. (28.1 m) into
28.8	6.8	NORWALK , Court House on left.

(For Toledo, see Route No. 395.)

Lofland & McDonald, rear of Court House, **Stock Michelin Tires**.

The Avalon House, W. Main St.

Route 396—Cleveland to Toledo, Ohio—119.8 m.

Route map, page 747

Reverse route, No. 302

Via the "Lake Road," through Edgewater Park, Rocky River, LORAIN, Vermilion, Huron, SANDUSKY and Castalia to BELLEVUE, where connection is made with the Cleveland-Elyria-Norwalk-Bellevue-Toledo route for Toledo, Ft. Wayne and points west.

This is an excellent option to the preceding route via Elyria and particularly in good weather will be found an excellent trip, as it follows quite a bit closer to the lake shore.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 712.)

0.0	0.0	CLEVELAND , Public Square, center of city.
		Start west on Superior Ave.—stone block pavement—crossing long viaduct (Cuyahoga River—0.5 m).
0.9	0.9	End of street; turn left on W. 25th St.
1.0	0.1	Turn next right with one line of trolleys into Detroit Ave. (Forest City Trust Co. on left-hand corner, after the turn); continue out Detroit Ave., $\frac{1}{2}$ mile only, to 45th St. (sign, on right, "Edgewater Park").
1.5	0.5	Turn right on 45th St. and next left (1.6 m), down slight grade into the park, running under stone viaduct (2.1 m). At edge of lake just beyond, curve sharp left, on winding main drive, upgrade (2.8 m).
3.2	1.7	3-corners; take the right-hand road, running out of Edgewater Park, and bearing right (3.5 m) into Lake Ave., direct for exactly 4 miles.

Cleveland Section

Route 396

- 7.5 4.3 At triangular grass plot just before end of road, curve sharp left and immediately right on the Clifton Boul. Pick up (7.6 m) and follow trolley under RR. bridge (7.7 m), leaving tracks to right just beyond.
- 7.8 0.3 Turn right on Detroit Ave., following the trolley.
- 8.1 0.3 Fork; bear right with the main line of trolley.
- 8.4 0.3 **ROCKY RIVER VIADUCT.** Cross Rocky River, avoiding left-hand road immediately beyond by again **turning right at bridge exit** across trolley line.
- 8.5 0.1 Turn next left on brick pavement, again over trolley tracks (8.6 m); continue on brick pavement for several miles, crossing stone bridge (11.5 m).
- 13.3 4.8 (Road to Dover and Elyria turns left); **continue straight ahead** on the brick pavement. Shortly descend grade, across short stone bridge (13.8 m), **taking care not to run past prominent right-hand road (15.5 m—poles divide).**
- 15.5 2.2 Leave brick pavement by turning right with one line of poles on fair dirt road, over RR. tracks at W. Dover station (16.6 m), crossing trolley (17.9 m).
- 18.0 2.5 End of road (pump and stone watering-trough in road); turn left along the lake, which is now followed most of the way to Sandusky. Cross trolley at Beach Park (23.0 m), same thoroughfare becoming Erie Ave., Lorain. Picking up local trolley (27.4 m), follow same—soon on brick pavement—across iron drawbridge (29.9 m) to center of
- 30.1 12.1 **LORAIN**, Erie Ave. & Broadway. Continue through with car-tracks, crossing trolley (31.5 m) and RR. (32.3 m).
- 32.7 2.6 Curve left downgrade under RR., crossing arch-sided iron bridge (34.1 m), with several short grades beyond. Cross very dangerous trolley (38.8 m) and RR.; pass Crystal Beach (39.8 m), cross iron bridge (40.1 m), and shortly pick up trolley.
- 40.6 7.9 **VERMILION**; direct through center of town.
- 40.9 0.3 Just before end of road, leave trolleys by turning left on Decatur St. **to but not across RR.**
- 41.0 0.1 Turn right, crossing small bridge (41.1 m) and trolley (41.5 m); cross iron bridge (42.5 m) and follow trolleys past Rumsey Park (44.1 m). Pass Chautauqua Park (46.6 m)—fine views of the lake just beyond, keeping left with car-tracks (47.9 m) to **Ceylon Junction** (48.0 m).
- 48.8 7.8 Curve left; **caution** for dangerous trolley (49.0 m); cross arch-sided iron bridge (49.1 m), following narrow but generally good road across iron bridge over RR. (51.0 m).
- 51.3 2.5 Turn left over iron drawbridge.
- 51.4 0.1 End of road, **HURON**; turn right and next left (51.5 m), jogging right and immediately left (51.6 m), past white church (on right). Cross trolley (52.6 m), passing Rye Beach Park (on right—53.7 m), shortly leaving trolleys to left.

Route 396**Cleveland Section**

- 55.2 3.8 Turn left with best road, crossing RR. and trolley (55.3 m); again cross trolley (56.7 m), and follow same past Soldiers' Home (on left—58.7 m), into Hancock St., Sandusky. Cross RRs. (59.9 m, 60.1 m & 60.7 m), continuing on Hancock St. to intersection of Huron Ave. (a diagonal street with small triangular park in the angle).
- 61.3 6.1 Bear left on Huron Ave. and right at end of same (61.4 m) into Wayne St.; turn next left into Washington St., passing between parks on right and left.
- 61.5 0.2 **SANDUSKY**, Columbus Ave. & Washington St.
Sloane Hotel, Right on the Square.
Ogontz Garage, 121 Jackson St., Stock Michelin Tires.
For city map, see page 588.
Cross Columbus Ave. (the principal business street) and continue through center of city on Washington St.
- 62.1 0.6 Bear slightly left on Tiffin Ave., which follow direct out of city, crossing RR. tracks at brewery (62.9 m) and passing under RR. (63.0 m). Leave trolleys to right (63.1 m) by keeping straight ahead on main road—**caution** for dangerous RR. track (63.6 m); avoid right-hand road (65.4 m), bearing slightly right through irregular 4-corners (66.1 m).
- 68.1 6.0 End of road at village of **Castalia**.
Tourists desiring to go to Bellevue, turn left here and go straight south on direct road.
For Clyde and Toledo turn left, crossing iron bridge—avoid right-hand road (68.6 m), curving slightly right with road just beyond. Pass brick school (on left—70.0 m), **taking care not to pass**
- 70.3 2.2 Right-hand road; turn right, following direct road through all cross-roads; pass cemetery (on right—72.1 m); pass schools (73.7 m, 74.4 m, 75.4 m & 77.1 m); cross RR. (78.4 m), curving left around cemetery just beyond, re-crossing RR. to first street beyond.
- 79.2 8.9 Turn right on State St., across RR. to Main St., northern edge of
- 79.4 0.2 **CLYDE**, trolley station on left, business center a few blocks to the left. (Route No. 391 for Lima turns left.)
For Fremont and Toledo continue straight west on direct road, with trolley, for over 20 miles. Specific running directions are scarcely necessary now, but principal towns and landmarks are given in the usual Blue Book style. Cross trolley at Sandusky Junction (84.8 m), cross iron bridge and RR. (86.6 m) to center of
- 86.7 7.3 **FREMONT**.
The Fremont, State & Park.
Palace Garage, 614 State St., Stock Michelin Tires.
Continue straight through on State St., running up-grade, cross RRs. (87.2 m, 87.8 m & 88.2 m), passing through several small villages, curving right over iron bridge (101.0 m) into center of
- 101.2 14.5 **WOODVILLE**. Continue straight through on main thoro-



HOTEL SECOR

—TOLEDO, OHIO—

FIREPROOF

EUROPEAN PLAN

304 Rooms—200 with Bath

Magnificent Suites for Touring Parties.

Excellent Cuisine and Fine Music

WALLICK BROTHERS, Proprietors

Also of "CADILLAC," Broadway & 43d St., New York

THE STANDARD GARAGE CO.

233-7 Ontario Street

TOLEDO, OHIO Opposite Public Library

Home Phone 2333

Official A. A. A. Headquarters

Bell Phone 747

fare, where trolleys leave to the left at left-hand branch road, where

- 101.7 0.5 **Bowling Green, Napoleon & Ft. Wayne Routes** diverge. For Toledo, continue straight ahead with main line of telegraph wires to
- 105.3 3.6 Prominent cross-road, school on left, Toledo A. C. sign on farther right; **turn right**, jogging right and immediately left through irregular 4-corners (107.7 m), crossing RR. (108.5 m); pass school (on left) a short distance beyond; cross RR. (111.5 m).
- 112.3 7.0 Prominent cross-road—meeting trolley; turn left and follow direct road with trolley line, cross RRs. (116.4 m, 117.1 m & 117.3 m).
- 117.7 5.4 **E. Broadway**; bear right with trolley on diagonal street—leaving car-tracks to the left at Starr Ave. (118.3 m).
- 118.4 0.7 **Oswald St.**, 1 block after trolley leaves; turn left to end of street at
- 118.8 0.4 **Front St.**; turn left and next right just beyond onto Cherry St., cross RR. and long iron bridge.
- 119.3 0.5 **Summit St.**; turn left with trolley, bearing right at monument onto St. Clair St. to postoffice, center of
- 119.8 0.5 **TOLEDO**, Madison Ave. & St. Clair St.

Hotel Secor, Superior & Jefferson Sts.

United Garage Co., 915 Jefferson St.

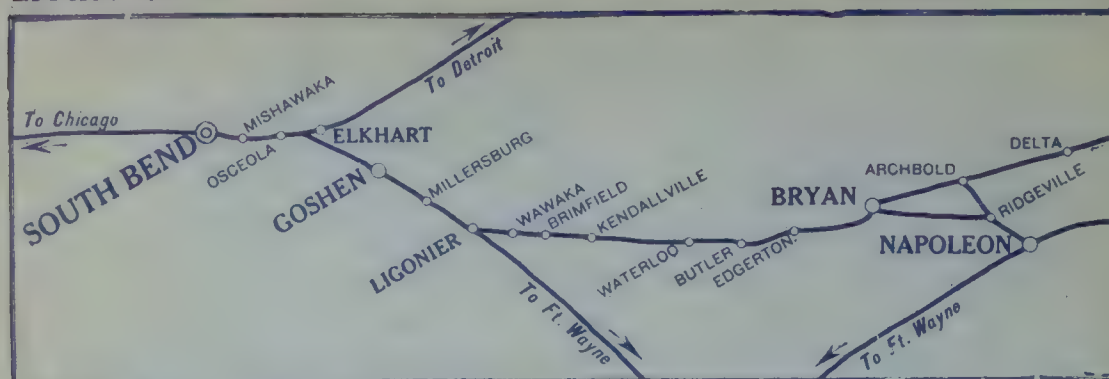
The Standard Garage Co., 233 Ontario St., Stock Michelin Tires.

Maplewood Garage, 2651 Monroe St., Stock Michelin Tires.

For city map, see page 751. For diverging routes, see Index map, page 655.

For through connections, see Trunk-line Index map, front of book.

THE PUBLISHERS will be glad to receive corrections or suggestions leading to the betterment of succeeding editions. In the back of this volume will be found blank memorandum pages for the purpose of making such notes.



Route 398—Cleveland to South Bend—264.0 m.

Route map, above

Reverse route, No. 207

Via Norwalk, Bowling Green and Bryan, Ohio. For through trips this makes a very direct route with a saving of about 20 miles.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 712.)

0.0 0.0 **CLEVELAND**, Public Square, center of city.

For complete running directions on first part of this route follow either Route No. 395 or Route No. 396, to

101.0 101.0 **Fort Wayne-So. Bend routes diverge.**

Leave heavy wires and Toledo route, **bearing left with trolley**, avoiding right-hand roads (101.7 m & 102.4 m), following main travel along river. Cross dangerous RRs. (106.3 m & 106.4 m), following car line straight through **Pemberville** (106.6 m), cross RR. (106.9 m), keeping straight ahead where trolleys leave to the right (107.2 m), through **Scotch Ridge** (110.2 m).

113.0 12.0 Curve sharp left, avoiding right-hand road just beyond,
113.9 0.9 End of road; turn right, passing white church (on right),
following car line into Wooster St., cross RR. to center of
117.5 3.6 **BOWLING GREEN**, Main & Wooster Sts.

For diverging routes, see **Index map**, page 655.

Keep ahead on Wooster St. over RR. (117.8 m).

118.0 0.5 Right-hand street just after trolley leaves; turn right on
Haskins St., straight through 4-corners (118.2 m), cross-
ing RR. (118.5 m).

121.0 3.0 At small blacksmith shop (on left) turn left, leaving
route into Toledo, crossing RR. (123.5 m) and again
(123.8 m) at trolley crossing, passing Tontogany over
to the right, keeping straight through all cross-roads.

129.2 8.2 Curve right and immediately turn sharp left over iron
bridge across Maumee River.

129.9 0.7 Where road ahead leads into Grand Rapids, **turn right**
across long bridge and RR. (130.2 m).

130.3 0.4 End of road; **caution** for sharp left turn, following river.

131.5 1.2 **Caution** for sharp right turn, going 1 mile.

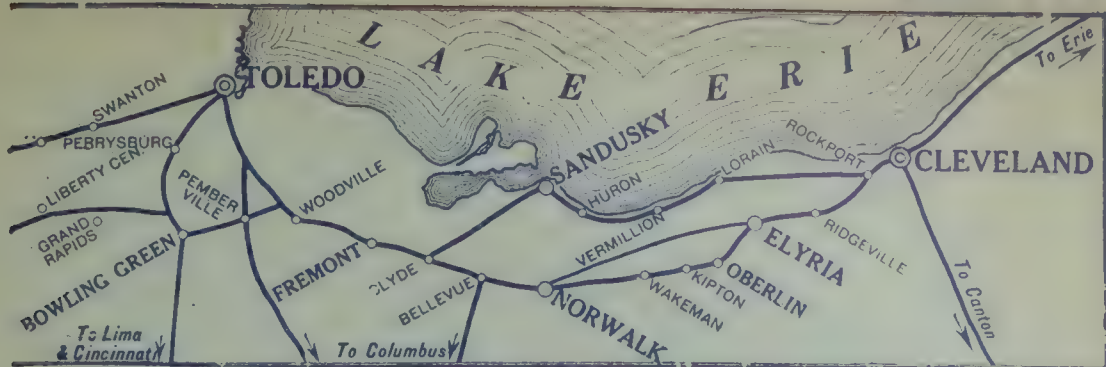
132.5 1.0 Turn left with main travel.

135.9 3.4 End of road; turn right.

136.3 0.4 Turn left, crossing iron bridge (137.0 m).

139.3 3.0 Jog left and immediately right, going straight ahead,
passing Liberty Center over to the right, cross RR. (140.0
m), pass Olivet Chapel (143.3 m).

144.2 4.9 4-corners; turn left with main travel, passing brick
school (on right) after turn.



- 145.2 1.0 4-corners at brick school; turn right 1 mile.
- 146.2 1.0 Turn left with main travel, crossing RR. (148.3 m) into Oakwood Ave., which follow across RR. (148.5 m), curving left into Perry St. 1 block (148.7 m).
- 148.8 2.6 **NAPOLEON**, Perry & Clinton Sts.—Court House 1 block
Wellington Motor Car Co., Perry St.
W. H. Shondel, 806 N. Perry St., **Stock Michelin Tires.**
See Note (a) for better connection to Bryan in wet weather.
For city map, see page 566.
- Turn right 1 block on Clinton St., where bear diagonally right into Woodlawn Ave., which follow straight out of town across RR. (149.2 m).
- 151.5 2.7 Fork; bear right.
- 156.6 5.1 **RIDGEVILLE.** Straight ahead, avoiding all right and left roads, straight through 4-corners (159.3 m).
- 166.2 9.6 Turn left, crossing iron bridge; follow winding but direct road across RR. (171.3 m).
- 171.7 5.5 End of road; turn left and take next right, crossing RR.
- 172.5 0.8 **Main St.**—doctor's office on left; turn left to
- 172.7 0.2 **BRYAN**, Main and High Sts.—Court House on right.
The Christman, 1 block north of Court House.
The Christman Garage, 125 N. Main St., **Stock Michelin Tires.**
For complete running directions rest of the way to South Bend set odometer at 66.9 miles and follow Route No. 311 rest of the way.

Note a—Directions for longer route between Napoleon and Bryan via Archbold, recommended in wet weather. Follow route as given through Ridgeville to prominent 4-corners at mileage 155.2 m., where instead of keeping straight ahead, turn right for little over 5 miles, crossing RR. at Archbold station (160.4 m.) and just beyond turn left into the Toledo-South Bend Route; crossing trolley (160.8 m.), straight ahead for 5 miles, and at (165.6 m.) turn left away from covered bridge, crossing RR. at Stryker (166.9 m.) to 4-corners (167.2 m.). Here turn right 1 mile and at (168.2 m.) turn right over RR. and trolley. At 4-corners (171.9 m.) turn left, crossing RR. (173.6 m.) to end of road (174.1 m.); turn left and take next right, crossing RR. to Main Street, turn left to center of Bryan.

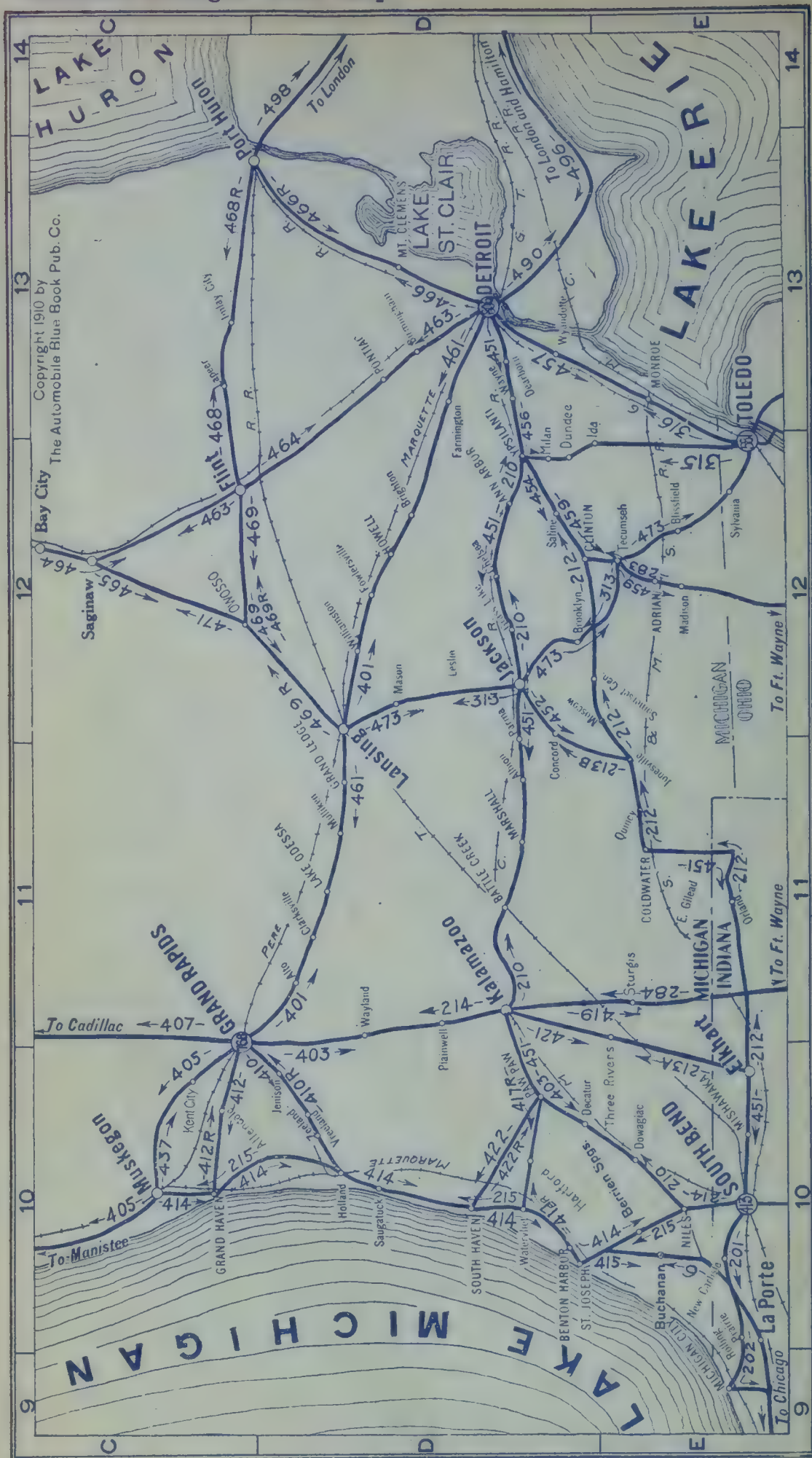
Route 399—References for Cleveland-Ft. Wayne Route 215.7 m.

Via Bellevue, Bowling Green and Napoleon, on gravel or stone roads

MILEAGES
Total Intermediate

- 0.0 0.0 **CLEVELAND**, Public Square.
For complete running directions on first part of this route follow **Route No. 398** to
- 148.9 148.9 **NAPOLEON**, Perry & Clinton Sts.
For complete running directions from here to Ft. Wayne, see **Route No. 309, Toledo-Ft. Wayne.**

Southern Michigan Index Map



The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map which is placed at head of corresponding section.

GRAND RAPIDS SECTION

ROUTES 401 TO 420.

Route Center—The Soldiers' Monument, at the intersection of Monroe and Division Sts., has been taken as the starting point of all routes out of Grand Rapids, as it is undoubtedly most easily identified of any point in the heart of the city and also convenient to hotels and garages.

Points of Interest—Grand Rapids is located on what were formerly the rapids of the Grand River, although to-day the water power used by many mills and factories has practically obliterated the rapids. In the early days the Indians came here in large numbers to fish, and this later brought fur traders and missionaries. Louis Campau was the first white man to live here permanently, although it was as late as 1833 before the first settlers really attempted to lay out the site at present occupied by the city as a permanent village. Among the inhabitants to-day are numbered a very considerable percentage of Dutch, about 35 per cent of the population having been born in Holland or are of Dutch descent. Undoubtedly the city to-day is best known through its numerous manufacturing interests devoted to furniture, there being over 40 factories, a fine view of which can be had from the bluffs in John Ball Park or from Lookout Park near the reservoir. The Bissell Carpet Sweeper Factory is also an interesting concern, as about 85 per cent of the carpet sweepers in the world are made here. Other plants of note are a number of brass works, a factory making sticking fly paper and engraving establishments. The city is also in the heart of the great Michigan fruit belt and in every direction one might see large vineyards and orchards.

The city is justly proud of its many parks and drives, the larger being North Park, Comstock Park, the amusement grounds maintained by the Street Railway Company at Reeds Lake, John Ball Park and a great number of drives along the Thornapple and Grand Rivers. All the Lake Michigan resorts are easily accessible either by automobile or trolley, as it is only a little over 30 miles to Holland. The principal buildings are: City Hall, New Federal Building, Ryerson Public Library. The latter was a gift to the city by Martin A. Ryerson of Chicago, who was born in Grand Rapids, and today it stands as one of the largest and most costly library buildings in any city of its size. Another building of interest is the Kent Scientific Museum, supported by the municipality. The Evening Press building is one of the unique newspaper buildings in the United States. It is entirely used by this newspaper and its employees, not only for work, but all sorts of recreation facilities are maintained here. Among the prominent men who have lived here or are still living here are Stewart Edw. White, the author, and his brother, T. Gilbert White, the artist.

Route 401—Grand Rapids to Detroit, Mich.—148.7 m.

Route map, page 761

Reverse route, No. 461

This is the short line between Grand Rapids and Detroit. Good gravel almost all the way with a few stretches of good natural road.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 760.)

0.0 0.0 **GRAND RAPIDS**, Monroe & Division Sts.

Go straight east on Monroe St., immediately passing Soldiers' Monument and fountain. Follow trolley three blocks to where same turns right.

0.2 0.2 **Jefferson Ave.**; turn right with trolley one block, following same into

0.3 0.1 **State St.**

0.6 0.3 5-corners; bear left with trolley into **Cherry St.**, passing electric tower (1.4 m), following trolley into **Lake Ave.**

1.8 1.2 Fork—lumber company's offices in center. Bear left--trolley bears right. Follow telephone poles, passing lake (2.5 m).

3.3 1.5 Fork; bear right with main line poles.

5.2 1.9 Fork; bear left with main line poles, passing school-house and cemetery (5.7 m).

STORAGE RENTING SUPPLIES



You will obtain satisfactory and
efficient service if you stable at

C. J. BRONSON'S GARAGE
42-50 Kent Street, Grand Rapids, Mich.

— AGENT FOR —
STEVENS-DURYEA DETROIT ELECTRICS



HOTEL PANTLIND European Plan

Headquarters for automobile tourists; finest cafe in the city.

Grand Rapids, Michigan

MORTON HOUSE American Plan. Fine Grill Room in connection; both under the management of

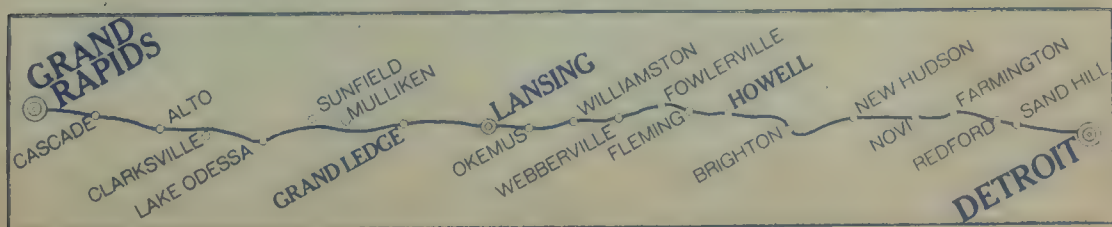
J. BOYD PANTLIND

LIVINGSTON HOTEL MONROE AND DIVISION STS.

Grand Rapids, Michigan

AT THE SPOT WHERE ALL BLUE BOOK ROUTES END

- 9.7 4.5 **CASCADE.** Straight through, crossing bridge and ascending steep grade (9.8 m).
- 10.0 0.3 Fork—signboard. Bear right, ascending grade (11.4 m), descending grade (11.8 m), crossing RR. (13.2 m).
- 13.3 3.3 4-corners—signboard. Turn left, immediately crossing RR., passing cemetery (17.0 m), school house (17.1 m), crossing RR. (20.5 m).
- 23.9 10.6 4-corners—signboard. Turn right.
- 25.9 2.0 4-corners—signboard. Turn left.
- 27.4 1.5 4-corners at signboard; turn right, immediately passing white school-house.
- 27.6 0.2 First left-hand road; signboard. Turn left.
- 30.8 3.2 4-corners—signboard; turn right, crossing RR. (32.8 m).
- 33.4 2.6 4-corners—signboard; turn left, picking up heavy telephone line. Cross RR. at Odessa Station (33.8 m).
- 34.0 0.6 **ODESSA;** 4-corners—signboard; turn right, crossing RR. (34.1 m).
- 34.2 0.2 4-corners—signboard. Turn left, picking up heavy telephone line and crossing RR. (34.4 m), turning right with road (34.9 m) to
- 35.0 0.8 Prominent left-hand road immediately before crossing RR. Turn left with telephone poles to
- 35.6 0.6 4-corners—signboard; turn right—poles go straight ahead—crossing RR. (36.0 m).
- 36.1 0.5 4-corners—cemetery on far right. Turn left, crossing RR. (36.2 m).
- 38.0 1.9 4-corners—signboard; turn right, crossing 2 RRs. (38.6 m).
- 39.0 1.0 4-corners—signboard; turn left, avoiding angling road to the right at (40.2 m) through



Route 401

Grand Rapids Section

- 43.0 4.0 **Sunfield**—business center to the left. Straight through on the main street, passing white school-house (43.9 m); go straight through prominent cross-roads leading to center of
- 47.8 4.8 **MULLIKEN**. Avoiding all cross-roads, straight ahead to
- 55.4 7.6 **GRAND LEDGE**. Straight through.
- 55.8 0.4 Prominent right-hand road. Signboard. Turn right.
- 56.3 0.5 4-corners—signboard; turn left; cross RR. (64.1 m), same thorofare becoming Saginaw St., running onto brick pavement (65.0 m).
- 65.6 9.3 4-corners—trolley comes in from the left. Turn right on Washington Ave., following trolley to Michigan Ave.
- 66.1 0.5 **LANSING**, Michigan & Washington Aves.
 Lansing Garage Co., 400 Washington St., Stock Michelin Tires.
 For diverging routes, see **Index map**, page 758.
 Turn left with one set of trolleys on Michigan Ave., crossing long iron bridge (66.2 m) over RR. at Lansing Station (66.5 m); trolleys leave to the left (69.6 m), cross RR. (71.5 m); follow telephone poles on direct but winding road.
- 72.5 6.4 **OKEMOS**. Straight through, avoiding left-hand branch road (72.7 m), passing white school-house (75.1 m), avoiding all angling roads. Follow telephone poles to
- 80.2 7.7 **WILLIAMSTON**. Straight through with telephone poles.
- 85.9 5.7 **Weberville**. Straight through, passing fair grounds (90.2 m), still with poles.
- 91.0 5.1 **Fowlersville**. Straight through with poles.
- 94.5 3.5 **Fleming**. Straight through. Avoid all angling roads, following poles. Bear left with road (97.5 m), passing Carnegie Library on left (99.2 m) to center of
- 99.3 4.8 **HOWELL**. Straight through with poles, passing Court House (99.4 m) and crossing RR. (100.2 m), avoiding angling road to the right (102.3 m), passing Long Lake on the left (103.7 m).
- 106.6 7.3 End of road; turn right with telephone poles, following same to center of
- 109.1 2.5 **BRIGHTON**. Straight through to
- 109.3 0.2 Prominent left-hand branch road. Bear left with telephone poles, passing lake on the right (111.3 m), church and cemetery on left (113.8 m). Telephone poles leave to the right (115.4 m).
- 117.7 8.4 **NEW HUDSON**. 6-corners; keep straight ahead, crossing RR. (117.9 m), passing school-house on left (121.7 m), crossing RR. at Novi Station (124.6 m).
- 124.9 7.2 **Novi**; 4-corners—hotel on far left, store on far right. Go straight through, avoid angling road to the right (125.9 m) and again at (127.0 m). Avoid angling road to the left (127.8 m).
- 129.6 4.7 Fork—cemetery on the left; bear right.
- 129.9 0.3 Fork; bear right.
- 130.0 0.1 **FARMINGTON**; 4-corners. Trolley comes in from the

Grand Rapids Section

Route 403

right. Go straight through with trolleys, avoiding angling road to the right (130.6 m), passing RR. power plant (131.1 m). Straight ahead with trolley, avoiding all angling roads, same thoro-fare becoming Grand River Ave. Pass cemetery on right (140.1 m), running onto asphalt (141.9 m), under 2 RRs. (146.2 m). Continue on Grand River Ave. to

148.6 18.6 Woodward Ave.; turn right to center of

148.7 0.1 **DETROIT**, Michigan & Woodward Aves.; Soldiers' Monument on left.

Hotel Pontchartrain, Woodward Ave., East side of Square.

Gillespie Auto Sales Co., Woodward & Palmer Avenues.

For city map, see page 805. For diverging routes, see **Index map**, page 802.

For through connections, see **Graphic Trunk-line chart**, inside front cover.

Route 403—Grand Rapids to South Bend, Ind.—116.7 m.

Route map, page 758

Reverse route, No. 314

Good gravel road for the most part with short stretches of sand.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 760.)

0.0 0.0 **GRAND RAPIDS**, So. Division & Monroe Sts., Soldiers' Monument on left.

Go south on So. Division St. with trolley, passing park on right (1.2 m), crossing RR. (1.9 m)—trolley and brick pavement ends (2.5 m); cross RR. (3.4 m), straight ahead, avoiding all cross-roads.

8.3 8.3 **CUTLERVILLE**, 4-corners, straight through with poles, jogging right and immediately left with road (11.2 m).

12.4 4.1 **Corinth**, 4-corners, straight through with telephone poles.

15.3 2.9 4-corners; turn left.

15.8 0.5 First right-hand road; turn right, swinging left with road at (19.2 m).

19.7 3.9 Main traveled right-hand road; turn right.

20.6 0.9 **WAYLAND**, 4-corners; straight through with poles, passing cemetery on right (21.9 m), passing pond on left (23.1 m), jogging left and immediately right with road (23.4 m).

23.6 3.0 **Bradley**, 4-corners—Post Office on the near right—straight through with poles, crossing bridge over RR. (25.0 m).

29.9 6.3 **Martin**—stores on all four corners. Straight through with poles, crossing RR. (30.9 m). Passing white school-house on left (34.8 m), crossing RR. (35.8 m).

36.2 6.3 **PLAINWELL**, 5-corners—stone watering fountain on far right; straight through with poles, turning left with road (39.7 m) to

39.8 3.6 End of road; turn right with main travel and poles.

41.2 1.4 **Coopers Corners**—store on the near right. Straight through with poles.

43.2 2.0 Fork; bear right with poles through cross-roads.

44.6 1.4 End of road; turn right with telephone poles, crossing RR. (46.2 m), picking up trolley (46.7 m), same thoro-fare becoming Douglas Ave.

Route 405

Grand Rapids Section

- 46.9 2.3 Irregular 4-corners; turn left with trolley onto W. North St.; cross RR. (47.2 m), following trolley through irregular 4-corners (47.4 m).
- 47.6 0.7 Turn right on W. Rose St., leaving trolley.
- 48.0 0.4 **KALAMAZOO**, W. Rose & W. Main Sts.—Court House on far right.

The American Hotel, E. Main St.

Shaw's Garage, 310 N. Burdick.

Kalamazoo Motor Co., 116 W. Water St.

Harlow Garage, 425 E. Main St.

For city map, see page 442. For diverging routes, see **Index map**, page 758.

For complete running directions rest of the way to South Bend, see Route No. 451.

Route 405—Grand Rapids to Traverse City—205.2 m.

Route map, page 765

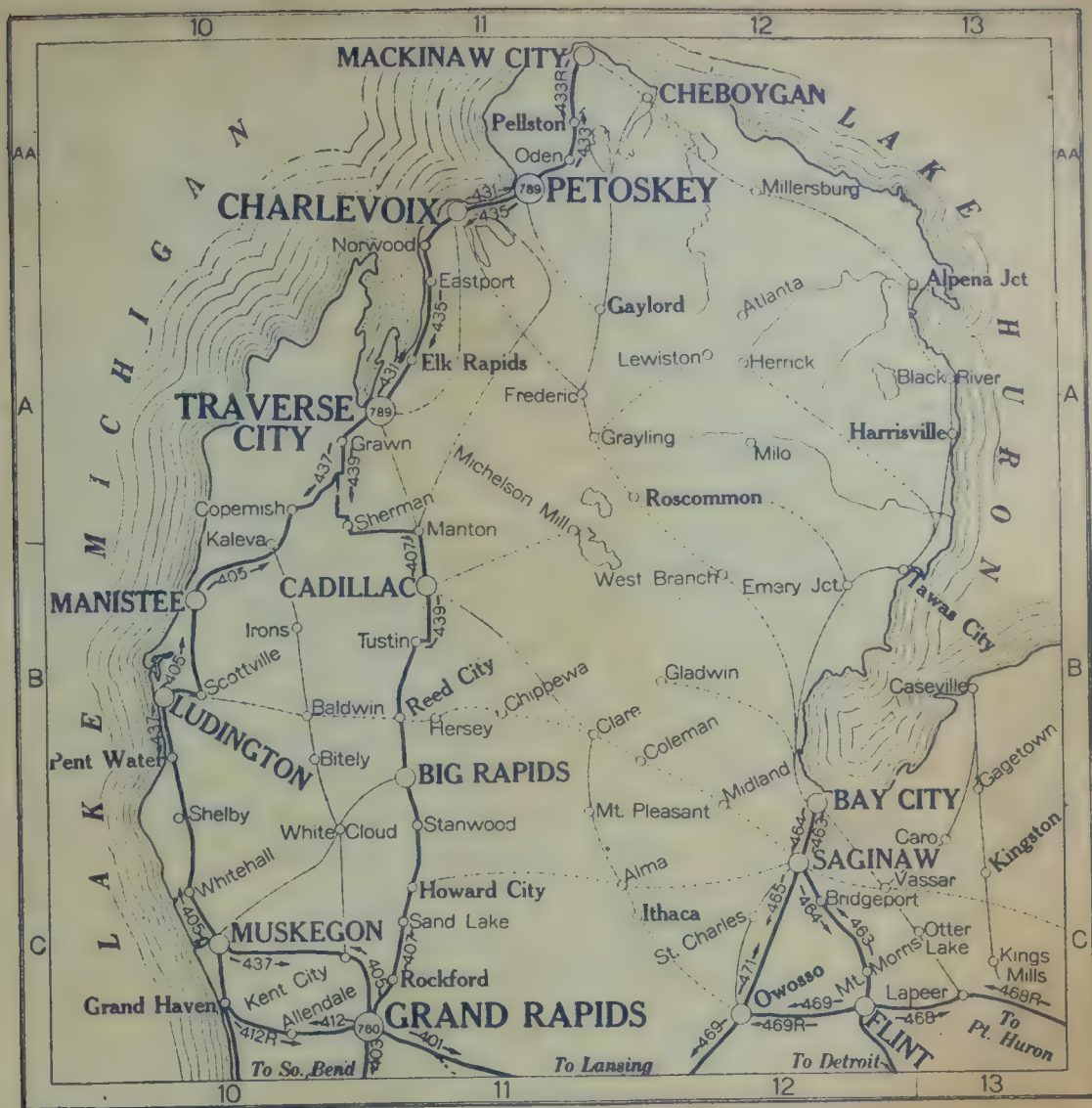
Reverse route, No. 437

Via Muskegon and Manistee. This is the longer but much better way, due to road conditions and accommodations between these two cities. Good stone road almost all the way with good gravel in spots and some stretches of sand. Furthermore, the work being done along this route in the summer of 1910 promises well for the future.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 760.)

- 0.0 0.0 **GRAND RAPIDS**, Monroe & So. Division Sts.
From Soldiers' Monument (on left) go west on Monroe St. with trolley to
- 0.3 0.3 Irregular 4-corners; turn right with trolley on Canal St.
- 1.0 0.7 4-corners; turn left on Newberry St., crossing long iron bidge (1.1 m), same thorofare becoming 6th St.
- 1.2 0.2 4-corners; turn right on Scribner St., picking up trolley.
- 1.8 0.6 Irregular 4-corners; turn left on W. Leonard St.
- 2.3 0.5 4-corners—road house on far right; turn right on Alpine Ave., leaving trolley. Cross RR. (3.1 m) and again at (3.2 m); straight ahead, avoiding all cross-roads.
- 11.1 8.8 4-corners—signboard to Muskegon—turn left, picking up telephone poles.
- 12.1 1.0 **BALLARD CORNERS**—church on far right. Turn right m). Straight through 4-corners—road to the left leading to Sparta—crossing RR. (15.4 m) and again (17.3 m).
- 18.9 6.8 4-corners—signboard to Muskegon—turn left on fine stone road.
- 20.8 1.9 **KENT CITY**, 4-corners—Post-Office on near left, hotel on far right. Turn right.
- 21.8 1.0 4-corners; turn left with telephone poles, crossing RR. (23.3 m)—road to right at (23.6 m) leads to Rowland—straight through, avoiding all cross-roads, picking up transmission line from left (28.4 m) and following same, passing school-house on left (34.2 m), school-house on left (40.0 m), and school-house on right (41.9 m); transmission line leaves to the left (43.3 m). Pass Muskegon County Home (43.5 m), crossing RR. (45.5 m).
- 45.7 23.9 Irregular 4-corners; turn right on Pine St., picking up trolleys, which follow to center of



46.1 0.4 **MUSKEGON**, Pine St. & Western Ave.

Muskegon Automobile Co., 14 Clay Ave., Stock Michelin Tires.

Turn right with one line of trolleys onto Western Ave.

- 46.3 0.2 Right-hand road; turn right with trolleys, immediately turning left at end of road with trolleys, crossing RR. (46.5 m); trolley ends (46.8 m). Jog left and immediately right with road (47.1 m), crossing RR. (48.0 m).
- 48.3 2.0 End of road—feed store directly ahead. Turn left on fine macadam; road to the right leads to Horton and Twin Lakes. Cross RR. (48.5 m), following direct but winding road.
- 51.3 3.0 Right-hand road—dirt road ahead—turn right.
- 52.8 1.5 End of road; jog left and immediately right (52.9 m).
- 54.7 1.9 Irregular 4-corners; brick school-house on far right. Turn left on gravel road.
- 55.5 0.8 End of road; turn right.
- 57.4 1.9 End of road; turn left.
- 58.1 0.7 First right-hand road; turn right, crossing RR. (58.8 m), turning left with road (69.9 m), passing Oakhurst cemetery on right (61.3 m).
- 62.3 4.2 **WHITE HALL**, 4-corners, hotel on near right; straight through, immediately after going over RR. bridge.
- 62.4 0.1 Right-hand road—livery stable on left—turn right,

Route 405

Grand Rapids Section

- straight ahead on direct but winding road through **Montague** (63.0 m).
- 64.0 1.6 4-corners—cemetery on near left; turn right.
 - 67.6 3.6 End of road; jog left and immediately right.
 - 68.6 1.0 4-corners; turn left with main travel.
 - 69.5 0.9 4-corners—white school-house on far right; turn right. Straight ahead, avoiding all cross-roads, passing school-house and cemetery on right (73.3 m).
 - 75.3 5.8 Right-hand road—yellow house on far right; turn right on fine stone road.
 - 76.7 1.4 4-corners; turn left, running along RR. (77.7 m), crossing RR. (78.7 m). Straight through 5-corners (79.2 m); angling road to the left leads to Shelby. Bear left through irregular 4-corners (79.7 m), bad sand in spots, with some gravel. Pass yellow brick school-house (82.7 m). **Caution** for rough, winding hill (84.4 m). Go through prominent 4-corners (84.7 m) on winding road.
 - 85.2 8.5 Left-hand road; turn left, crossing RR. (85.3 m).
 - 85.5 0.3 4-corners; turn right, passing school-house on left and yellow brick church on right at (85.7 m) to center of
 - 85.9 0.4 **Hart**. Straight through. **Caution** for sharp right curve (86.6 m); turn left with road (86.7 m).
 - 90.0 4.1 4-corners—school-house on near left, store on near right; turn left, picking up transmission line from the left (91.0 m), following winding road and passing lake (92.5 m).
 - 93.4 3.4 End of road; turn left for 1/2 mile.
 - 94.0 0.6 Irregular 4-corners; turn right.
 - 94.5 0.5 End of road; turn right with main travel, avoiding left-hand branch road (94.9 m).
 - 96.2 1.7 Left-hand road; turn left.
 - 98.7 2.5 4-corners—road ahead poor; turn left with poles.
 - 98.9 0.2 First right-hand road; turn right with poles; bad sand. Straight ahead, avoiding cross-roads, swinging left around lake with the road (105.3 m).
 - 106.1 7.2 Prominent right-hand road; turn right with stone, winding but direct road. **Caution** for dangerous RR. crossing (107.6 m).
 - 107.8 1.7 Prominent left-hand road—dirt road ahead; turn left with stone road, passing cemetery (108.3 m).
 - 108.8 1.0 4-corners—road ahead poor; turn right on Madison St., passing brick school-house on right (108.9 m).
 - 109.0 0.2 4-corners; turn left on 2d St.
 - 109.2 0.2 End of road; turn right on Washington St., crossing RR (109.4 m).
 - 109.5 0.3 Left-hand street; turn left on Dowling St.
 - 109.9 0.4 4-corners; turn right on James St., which follow to
 - 110.2 0.3 **LUDINGTON**, Ludington Ave. & James St.

F. M. Hoglund, 235 E. Dowland St., Stock Michelin Tires.

Turn right onto Ludington Ave., passing town hall (110.4 m) and crossing RR. (111.2 m), keeping straight

BRUGMAN BROS. GARAGE

Manistee, Mich.

On River Street between Division and Smith Streets

ahead on fine stone road, avoiding all cross-roads and passing cemetery (117.1 m).

- 118.4 8.2 **SCOTTVILLE**—hotel on far left. Turn left on stone road, passing brick school-house (118.5 m); stone ends (123.9 m). Road from here on very bad sand for short stretches. Straight ahead, avoiding all cross-roads.
- 131.5 13.1 4-corners—red store on far left; turn left with telephone poles.
- 132.5 1.0 4-corners—store on far left; turn right with telephone poles, following direct but winding road.
- 134.2 1.7 3-corners—blacksmith shop on left; bear right with telephone poles, cross RR. (137.0 m), swinging left and picking up trolley from the right (137.4 m) and following trolley with many left and right turns on asphalt pavement to center of
- 139.7 5.5 **MANISTEE**, Division & River Sts.
 Brugman Bros., River St.
 American Garage & Motor Co., Spruce & Water Sts., Stock
 Michelin Tires.
 Turn right 1 block—trolley turns to the left.
- 139.8 0.1 4-corners; turn left, immediately crossing long iron bridge.
- 139.9 0.1 Fork; bear right across RR. into Cleveland St.—trolley comes in from the left at RR. depot (140.0 m).
- 140.2 0.3 4-corners; turn right with trolley, crossing 2 RRs. and turning left with road past watch manufacturing company on right (140.6 m).
- 140.8 0.6 Fork—trolley goes in both directions; bear right, crossing RR. (140.9 m).
- 141.4 0.6 Fork; bear left with trolley; trolley ends (141.5 m).
- 143.8 2.4 Fork; bear left. **Caution** for long upgrade (144.4 m) and again for downgrade and upgrade at (145.3 m).
- 147.3 3.5 Right-hand branch road; road ahead poor; turn right with gravel.
- 149.3 2.0 Left-hand road; turn left on gravel with main travel.
- 150.7 1.4 4-corners—house on far left; turn right. **Caution** for bad spots of sand. Follow straight ahead on direct but winding road.

38

EVERY automobile owner who can afford its purchase insists on the Warner Auto-Meter. It has become widely recognized as the one supremely accurate, reliable and dependable speed indicator. It is universally used on Quality cars.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 405

Grand Rapids Section

- 153.6 2.9 4-corners; turn left down hill, crossing RR. at **Chief Station** (154.9 m).
- 156.0 2.4 4-corners; turn right with one set of telephone poles, passing school-house on the left (158.0 m), turning left with road at (158.5 m);
- 159.0 3.0 4-corners; turn right with gravel, crossing RR. (160.4 m) and again at (160.9 m), passing prominent left-hand road leading to Kaleva (161.0 m) and passing cemetery on left (161.4 m). **Caution** for bad sand hole in dry weather (161.8 m); straight ahead on winding road, avoiding branch road to the right (164.2 m), turning left with road (164.3 m) and crossing RR. (165.1 m).
- 165.5 6.5 Right-hand road; turn right, jogging left and immediately right with road (165.7 m), turning left with road (166.3 m).
- 168.8 3.3 **Yates Corners**—store on near left; straight through. **Caution** for steep upgrade (169.3 m) and long, winding downgrade (169.6 m). Jog left and immediately right with road (172.3 m), crossing RR. (172.6 m) to center of
- 172.8 4.0 **COPEMISH**—hotel on the far left; turn right, jogging left and immediately right with road (173.0 m). **Caution** for long, winding upgrade (175.4 m).
- 175.9 3.1 4-corners—telephone poles go straight ahead; turn left for 1 mile and a half.
- 177.4 1.5 4-corners; turn right.
- 178.3 0.9 End of road; turn left, picking up poles.
- 178.9 0.6 4-corners; turn right with telephone poles.
- 179.8 0.9 Left-hand road—concrete block school-house on right; turn left.
- 180.8 1.0 4-corners—several mail boxes on the far right; turn right, passing white school-house (182.7 m).
- 183.7 2.9 4-corners—cemetery on the near left, church and cemetery on far left; turn left.
- 185.6 1.9 4-corners—Grant town hall on far right; turn right.
- 186.6 1.0 4-corners—church on far left; turn left.
- 187.6 1.0 4-corners; turn right.
- 189.6 2.0 4-corners—cemetery on far left; turn left.
- 192.5 2.9 **Monroe Center**—irregular 4-corners; straight through. **Caution** for long downgrade (192.8 m); straight ahead on direct but winding road with telephone poles, passing church on the left (195.4 m), turning right with road (195.6 m).
- 195.8 3.3 **Grawn**. Straight through, avoiding road to the left, crossing RR. (196.0 m) and curving left with road.
- 196.3 0.5 Right-hand road; turn right with telephone poles.
- 196.9 0.6 End of road; turn left with poles.
- 197.2 0.3 3-corners; bear right with poles.
- 198.0 0.8 4-corners; turn left with poles, passing school-house on the right (199.0 m). **Caution** for long, winding downgrade at (200.4 m), turning right with road (200.6 m).

Grand Rapids Section
station on left. Straight ahead along RR.,
(on left) just beyond.
telephone poles.

THE PARK PLACE HOTEL

Route 407

Traverse City, Michigan
The leading commercial and tourist hotel in Northern Michigan. Rooms with private baths.
Hot and cold running water in all rooms, steam heat, telephones, and all modern conveniences.

W. O. HOLDEN, Manager

Repairing, Vulcanizing, Supplies

W. R. GOODE, GARAGE

New brick building

TRAVERSE CITY, MICH.

- 201.6 3.6 End of road—school-house on the right; turn right with poles, following same on winding but main traveled road —same thorofare becoming Rennie St.
- 204.1 2.5 4-corners; turn right onto W. 14th St.
- 204.4 0.3 4-corners; turn left onto Union St., crossing RR. (205.1 m) to center of
- 205.2 0.8 TRAVERSE CITY, Union & Front Sts.—State Bank on far left.

Park Place Hotel.
Goode Garage.
For diverging routes, see Index map, page 790.

Route 407—Grand Rapids to Traverse City, Mich.— 162.4 m.

Route map, page 790

Reverse route, No. 439

Via Cadillac. This is the shorter way between these two points, but quicker time can probably be made over the longer way via Muskegon. The roads as a whole are fairly good gravel with some short sand stretches. The work being done on this route, however, will mean considerable improvement in the near future.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 760.)

GRAND RAPIDS, Monroe & Division Sts.
From Soldiers' Monument (on left) go northwest on

- 0.0 0.0 Monroe St. a little over a block.
- 0.1 0.1 No. Ottawa St.; turn right, passing Court House (0.4 m) —trolley leaves to the right (1.4 m); go under 2 RRs. (1.9 m), leaving brick pavement and picking up macadam (2.2 m), swinging sharp left with road across long iron bridge (4.2 m), bearing left and right with road past fair grounds (on right—4.6 m), across RR. (4.9 m).
- 5.0 4.9 End of road; turn right, going over long iron bridge (10.0 m).
- 10.6 5.6 4-corners—Grand River Clubhouse on near left; turn left around same, turning sharp right with road (12.1 m).
- 12.3 1.7 Left-hand road; turn left.
- 12.8 0.5 First irregular 4-corners; turn right.
- 13.5 0.7 4-corners; turn left, going up sharp grade and then down (14.8 m).
- 5.3 1.8 4-corners—white school and church on near left; turn left onto Bridge St.
- 5.5 0.2 Main St.; turn right to center of

Route 407

Grand Rapids Section

- 15.6 0.1 **ROCKFORD.** Straight through on Main St., swinging sharp right with road (16.1 m) and left with road (16.6 m), avoiding angling road to the right (16.9 m); jog left and immediately right with road (17.7 m). **Caution not to pass**
- 18.2 2.6 4-corners; turn right, **one mile.**
- 19.2 1.0 4-corners—old scales on near left; turn left **one mile.**
- 20.2 1.0 End of road; turn right.
- 20.6 0.4 First left-hand road; turn left **one mile.**
- 21.6 1.0 4-corners; turn left.
- 22.1 0.5 First 4-corners; turn right, passing school-house (on right—22.6 m), crossing RR. (23.6 m). **Caution not to pass**
- 29.9 7.8 Left-hand road; turn left with telephone poles, crossing RR.
- 30.1 0.2 Right-hand road immediately after crossing RR.—livery stable on left; turn right, going straight through **Sand Lake** (30.2 m).
- 31.4 1.3 Right-hand road; turn right with telephone poles, crossing RR.
- 31.8 0.4 First left-hand road; turn left with telephone poles, crossing RR. (32.1 m).
- 32.6 0.8 4-corners immediately after passing church on left; turn right.
- 32.8 0.2 **PIERSONS.** Left-hand road immediately before crossing RR.; turn left.
- 33.0 0.2 First 4-corners; turn right with telephone poles crossing RR. (33.2 m).
- 33.8 0.8 4-corners; turn left with telephone poles, passing white church (on left—34.7 m).
- 35.2 1.4 4-corners—telephone poles divide; turn right.
- 35.7 0.5 First left-hand road; turn left with telephone poles, passing yellow brick school-house (on right—37.2 m), running along RR. straight through irregular 4-corners and crossing RR. (39.2 m).
- 39.2 3.5 4-corners—hotel on left; turn right one block to center of
- 39.4 0.2 **HOWARD CITY.** Turn left, jogging left across 2 RRs. and immediately right (39.6 m), jogging left across RR. and immediately right (39.2 m).
- 41.2 1.8 End of road; turn right with telephone poles.
- 41.4 0.2 Left-hand road immediately before RR. crossing; turn left with telephone poles. **Caution not to pass**
- 44.8 3.4 4-corners; turn right.
- 45.8 1.0 End of road; turn left, picking up telephone poles, jogging left and immediately right with road (46.5 m), straight through **Morley** (46.8 m).
- 46.9 1.1 4-corners just beyond **Morley**, turn right to first left-hand road, where turn left; cross RR. (49.4 m), past white school-house (on left—50.1 m), cross RR. (52.3 m).
- 52.4 5.5 3-corners immediately after crossing RR.; bear left with telephone poles.

Grand Rapids Section

Route 407

- 53.0 0.6 **STANWOOD**, station on left. Straight ahead along RR., passing Heinze Pickle Station (on left) just beyond.
- 53.4 0.4 End of road; turn left across RR. with telephone poles.
- 54.4 1.0 Right-hand road; turn right with main travel and telephone poles, jogging sharp left with road (54.9 m) and sharp right (55.1 m).
- 56.0 1.6 Bear right with telephone poles, going down **steep, dangerous hill** just beyond, going over long iron bridge (56.3 m), avoiding angling road to the left (60.1 m),
- 62.6 6.6 **BIG RAPIDS**—business center to the right. Straight ahead on No. State St.
- 63.6 1.0 Right-hand branch road; bear right with main travel and telephone poles.
- 64.8 1.2 Left-hand road—tollgate on near left (toll 10c); turn left with telephone poles.
- 65.2 0.4 Right-hand road; turn right with main travel and telephone poles, passing school-house (on left—65.6 m), going straight through **Byers** (68.6 m); jog right with road (69.7 m), crossing RR. (69.8 m), left with road (70.0 m), jogging left across RR. and immediately right (70.4 m).
- 71.2 6.0 End of road; turn left.
- 71.4 0.2 First right-hand road; turn right with main travel and telephone poles, jogging right and immediately left across RR. (74.0 m).
- 75.4 4.0 Left-hand road immediately before RR. crossing; turn left with main line telephone poles, crossing RR. (75.6 m).
- 75.8 0.4 4-corners; turn right with telephone poles to center of
- 75.9 0.1 **REED CITY**. Straight ahead, crossing RR. (76.0 m), going over iron bridge and crossing RR. (76.3 m), bearing left through 5-corners (76.4 m).
- 76.6 0.7 4-corners; turn right.
- 76.8 0.2 End of road—school-house on left; turn left.
- 82.8 6.0 **ASHTON**. Straight through with telephone poles, jogging left and immediately right across RR. (83.3 m), straight through **Dewings** (84.7 m).
- 87.1 4.3 4-corners—sawmill on near right; turn right with telephone poles. **Caution not to pass**
- 89.0 1.9 Left-hand road; turn left, leaving telephone poles.
- 92.4 3.4 End of road; turn right.
- 92.6 0.2 First 4-corners; turn left, crossing RR. (93.4 m).
- 93.6 1.0 **Tustin**, 4-corners—hotel on far right. Turn right, crossing RR. at Tustin Station (93.7 m).
- 96.4 2.8 4-corners; turn left for **one mile**.
- 97.4 1.0 End of road; turn right for **one mile**.
- 98.4 1.0 4-corners; turn left.
- 101.4 3.0 End of road at church; turn left.
- 101.9 0.5 First right-hand road; turn right, swinging left with road around Stony Ledge Lake (103.3 m), swinging sharp right with road (103.4 m).

CARROLL E. MILLER, Jr.
Pres. and General Mgr.

Garage and Salesroom
324-326 S. Mitchell St.

The Cadillac Auto Co.

CADILLAC, MICHIGAN

The finest garage in Northern Michigan equipped with every convenience, including first-class supply, repair, vulcanizing and painting departments.

- 103.5 1.6 Left-hand road; turn left, bearing left with road (104.9 m).
- 105.1 1.6 3-corners; bear right, jogging right and immediately left with road (105.4 m), passing cemetery (on right) and going down long grade (107.1 m), crossing RR. (107.3 m), same thorofare becoming Mitchell St., which follow to center of
- 107.9 2.8 **CADILLAC**, Mitchell & Harris Sts.
Cadillac Auto Co., 324 Mitchell St.
Michigan Motor Car Sales Co., 418-20 S. Mitchell St., Stock Michelin Tires.
Straight ahead on Mitchell St., crossing RR. (109.1 m & 112.2 m), going up sharp, winding grade (113.0 m) on top of hill on winding but direct road, with telephone poles, swinging left with telephone poles and immediately right (116.1 m), avoiding angling road to the left at school-house (116.8 m), running along RR.
- 117.6 9.7 End of road; turn right away from RR. with poles.
- 118.0 0.4 First 4-corners; turn left with main travel, passing 2 yellow brick school-houses (on right) to center of
- 119.4 1.4 **MANTON**—white church on far right. Turn left, crossing RR. (119.5 m), going straight ahead for 14.5 miles on mostly fine gravel road through hilly country, passing red school-house (on left—123.4 m), **Silver Creek Grange** (on left—124.3 m), passing school-house (on right—127.2 m).
- 133.9 14.5 4-corners—cemetery on near left; turn right one mile.
- 134.9 1.0 **SHERMAN**. Straight through, crossing iron bridge and going over RR. (135.6 m), going up steep, winding grade. **Caution not to pass**
- 136.4 1.5 Left-hand road; turn left for one mile.
- 137.4 1.0 End of road; turn right, straight ahead, avoiding all cross-roads, passing Wexford one mile to the right (141.8 m). **Caution not to pass**
- 145.7 8.3 4-corners; turn right with telephone poles.
- 146.6 0.9 4-corners—cemetery on far left; turn left, going straight ahead on direct road through rolling country, through **Monroe Center** (149.6 m), going down long, steep grade (150.0 m), passing school-house (on left—152.5 m),

Grand Rapids Section

Route 410

- straight through edge of **Grawn** (152.9 m), crossing RR. at church (on left—153.1 m). **Caution not to pass**
- 153.4 6.8 Right-hand road; turn right with telephone poles.
- 154.0 0.6 3-corners; bear left with telephone poles.
- 154.4 0.4 Right-hand road; turn right.
- 155.1 0.7 4-corners; turn left with telephone poles, passing white school-house on right—156.1 m), going down long, winding grade (157.4 m).
- 158.8 3.7 End of road—white school-house on right; turn right, turning sharp left with road (159.2 m), sharp right with road (160.3 m).
- 160.6 1.8 End of road; turn left with main travel and telephone poles, same thoroughfare becoming Rennie St.
- 161.3 0.7 **14th St.**; turn right.
- 161.6 0.3 **Union St.**; turn left, crossing RR. and going over long wooden bridge (162.3 m) to center of
- 162.4 0.8 **TRAVERSE CITY**, Union & Front Sts.—State Bank on far left.

Park Place Hotel. Goode Garage.

For diverging routes, see Index map, page 790.

Route 410—Grand Rapids to Holland, Mich.—30.8 m.

Route map, page 758

Reverse route, No. 410R

Via *Granville, Jenison, Vriesland and Zeeland*. Very good natural road.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 760.)

- 0.0 0.0 **GRAND RAPIDS**. Monroe & Division Sts.
From Soldiers' Monument (on left) go northwest on Monroe St. with car tracks. **Caution not to pass.**
- 0.3 0.3 **Market St.** Turn left with one branch of trolleys crossing RR. (0.4 m), keeping left just beyond past park (on right).
- 0.5 0.2 **Ellsworth Ave.**; bear left onto same, bearing right at fork by fire station.
- 0.8 0.3 Fork, **Granville Ave.**; bear right with car tracks crossing RRs. (1.0 m & 1.1 m), shortly curving right over RR. (2.6 m), leaving trolley to the left at prominent 4-corners (2.8 m), crossing RRs. (4.1 m & 4.4 m).
- 5.6 4.8 Turn right with main-traveled road over RR. and immediately left along same, swinging right with main road (6.2 m).
- 6.6 1.0 Sign to Holland; turn left, and immediately beyond turn right.
- 6.9 0.3 End of road; turn left and cross RR. at **Granville Station**. Meeting trolley turn right with car tracks, crossing RR. switch (7.3 m), keeping straight ahead where trolleys leave to the left (7.7 m), crossing small bridge and RR.
- 8.2 1.3 First left-hand road after crossing RR.; turn left, crossing RR. at **Jenison Station**, curving left through town, crossing wooden bridge and curving right over trolley (8.4 m). Straight ahead on winding road, crossing over trolley (9.6 m).

Route 410 R

Grand Rapids Section

- | | | |
|------|-----|---|
| 11.0 | 2.8 | Turn right over 2 small bridges and RR. (11.7 m). |
| 12.6 | 1.6 | Sign to Holland; turn left, keeping straight ahead over RR. at Hudsonville Station (13.8 m). |
| 16.8 | 4.2 | Turn right, going straight through cross-roads at Stutphens Corners (17.8 m), bearing right through 4-corners 18.8 m). |
| 19.8 | 3.0 | Sign to Holland; turn left, meeting trolley. |
| 20.8 | 1.0 | Turn right with trolley, straight ahead through Vriesland (21.7 m); ascend steep grade (23.7 m), following along trolley. Caution for speed trap, especially on Sunday. |
| 25.5 | 4.7 | ZEELAND. Straight through. |
| 26.5 | 1.0 | Turn left, crossing trolley and RR. |
| 27.4 | 0.9 | Turn right with main travel. Caution for sharp left turn. |
| 28.1 | 0.7 | Sharp left turn; turn left over wooden bridge. Ascend grade (28.4 m), shortly descending grade through prominent 4-corners (29.3 m); cross RR. (30.1 m) and again at Pere Marquette Station (on right—30.3 m), picking up trolley (30.4 m), same thorofare becoming 8th St. |
| 30.8 | 2.7 | HOLLAND. 8th St. & Central Ave. |

Fred W. Jackson, 25 West 7th St., Stock Michelin Tires.

For diverging routes, see Index map, page 758.

Route 410R—Holland to Grand Rapids, Mich.—30.8 m.

Route map, page 758

Reverse route, No. 410

Via Zeeland, Vriesland, Jenison and Granville. Very good natural road.

MILEAGES

Total Intermediate

- | | | |
|------|-----|--|
| 0.0 | 0.0 | HOLLAND. 8th St. & Central Ave.
Go east with trolley on 8th St.—trolley leaves to the right (0.4 m)—straight ahead across RRs. (0.5 m & 0.7 m) through prominent 4-corners (15 m). |
| 1.6 | 1.6 | Fork; bear left with main travel, descending grade (2.4 m), crossing wooden bridge. |
| 2.7 | 1.1 | Right-hand road immediately after crossing bridge; turn right. |
| 3.4 | 0.7 | End of road; turn left, crossing RR. and trolley. |
| 4.3 | 0.9 | First right-hand road after crossing RR. and trolley; turn right, following trolley through Main St., using Caution for speed traps, especially on Sunday. |
| 5.3 | 1.0 | ZEELAND. Straight ahead, descending steep grade (7.1 m), going straight through Vriesland (9.1 m). |
| 10.0 | 4.7 | 4-corners; turn left for one mile. |
| 11.0 | 1.0 | Sign to Grand Rapids; turn right, bearing slightly right through 4-corners (12.0 m), straight ahead through Stutphens Corners (13.0 m). |
| 14.0 | 3.0 | 4-corners; turn left, crossing RR. at Hudsonville (17.0 m). |
| 18.2 | 4.2 | 4-corners; turn right with telegraph poles, curving left with road (18.9 m) across RR. (19.1 m). |
| 19.8 | 1.6 | Turn left, crossing trolley (21.2 m), curving left (21.3 m), crossing trolley and wooden bridge (22.4 m), swinging right through Jenison (22.5 m), crossing RR. at Jenison Station. |

Grand Rapids Section

Route 412

- 22.6 2.8 End of road; turn right, crossing RR. (22.7 m), picking up trolley from the right (23.1 m), going over RR.
- 23.5 0.9 **GRANVILLE.** Small hotel on corner; turn left, crossing RR. (23.8 m).
- 23.9 0.4 Turn right with macadam just beyond to
- 24.1 0.2 End of road; turn left.
- 24.2 0.1 End of road; turn right.
- 24.6 0.4 Fork; bear left away from RR., jogging right over RR. and immediately left (25.2 m). Cross RRs. (26.4 m & 26.7 m), same thorofare becoming Grandville Ave.; cross RR. where trolley comes in from the right (28.2 m), crossing RRs. (29.7 m & 29.8 m), same thorofare becoming Ellsworth Ave.; bear right with trolley onto Market St. (30.3 m), crossing RR. (30.4 m).
- 30.5 5.9 **Monroe St.;** turn right to center of
- 30.8 0.3 **GRAND RAPIDS.** Monroe & Division Sts.—Soldiers' Monument on right.

Hotel Livingston, Monroe & Division Sts.

Hotel Pantlind, Monroe & Canal Sts.

Bronson's Garage, 42 Kent St.

W. D. Vandecar Auto Co., 157 Ottawa St., Stock Michelin Tires.

For city map, see page 760. For diverging routes, see Index map, page 758.

For through connections, see Graphic Trunk-line chart, inside front cover.

Route 412—Grand Rapids to Grand Haven—31.2 m.

Route map, page 758

Reverse route, No. 412R

Good natural roads throughout.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 760.)

0.0 0.0 **GRAND RAPIDS,** Division and Monroe Sts.

From Soldiers' Monument (on left) go northwest on Monroe St.

- 0.2 0.2 **Canal St.;** turn right.
- 0.6 0.4 **Bridge St.;** turn left immediately, going over Grand River and following road due west for practically 10 miles.
- 10.0 9.4 Ferry over Grand River; after leaving ferry, go up sharp grade.
- 11.5 1.5 End of road; jog sharp right for about 300 feet, and then sharp left at diagonal 4-corners.
- 14.0 2.5 **ALLENDALE**—4-corners, stores on 3 of same. Turn right for 1½ miles.
- 15.5 1.5 4-corners; turn left; avoid angling road to the left (16.0 m).
- 17.4 1.9 Irregular 4-corners; turn right.
- 18.4 1.0 Irregular 4-corners; turn right.
- 18.9 0.5 Left-hand road immediately before river; turn left along bank of river, swinging sharp left with road (24.5 m), crossing bridge immediately beyond.
- 24.8 5.9 End of road; turn right, crossing bridge (25.4 m), avoiding angling road to the left (26.2 m), crossing bridge (27.2 m).
- 29.3 4.5 3-corners; bear right, turning sharp left with river (29.5 m), passing schoolhouse (on right—2

Routes 412 R—414**Grand Rapids Section**

same thoroughfare becoming Pennoyer Ave.; cross RR.

30.8 1.5 **7th St.**; turn sharp right.

31.0 0.2 4-corners at RR. crossing; turn left onto Washington St. and follow same to center of

31.2 0.2 **GRAND HAVEN**, Court House on left, park on right.

For diverging routes, see **Index map**, page 758.

Route 412R—Grand Haven to Grand Rapids—31.2 m.

Route map, page 758

Reverse route, No. 412

Good natural roads throughout.

MILEAGES
Total Intermediate

0.0 0.0 **GRAND HAVEN.**

From Court House (on right) and park (on left), go east on Washington St.

0.2 0.2 **7th St.** at RR. crossing; turn right.

0.4 0.2 **Pennoyer Ave.**; turn sharp left, immediately crossing RR., and follow same straight ahead, passing schoolhouse (on left—1.4 m), turning sharp right with road (1.7 m) bearing left through 3-corners (1.9 m), crossing bridge (5.0 m).

Caution not to pass

6.4 6.0 Left-hand road; turn left, immediately crossing bridge and swinging sharp right with road (6.7 m).

12.3 5.9 End of road; turn right.

12.8 0.5 Irregular 4-corners; turn left.

13.8 1.0 Irregular 4-corners; bear left. **Caution not to pass**

15.5 1.7 4-corners; turn right for $1\frac{1}{2}$ miles.

17.2 1.7 **ALLENDAL**E—4-corners, stores on 3 of same. Turn left.

19.7 2.5 Diagonal 4-corners; turn right for **300 feet**, turning sharp left going down long grade to

21.2 1.5 Ferry over Grand River; after leaving ferry keep straight east for about 10 miles, same thoroughfare becoming Bridge St., which follow across Grand River.

30.6 9.4 **Canal St.**; turn right.

31.0 0.4 **Monroe St.**; turn left and follow same to center of

31.2 0.2 **GRAND RAPIDS**, Soldiers' Monument on right.

Hotel Livingston, Monroe & Division Sts.

Hotel Pantlind, Monroe & Canal Sts.

Bronson's Garage, 42 Kent St.

W. D. Vandecar Auto Co., 157 Ottawa St., Stock Michelin Tires.

For city map, see page 760. For diverging routes, see **Index map**, page 758.

Route 414—Muskegon to South Bend—142.7 m.

Route map, page 758

Reverse route, No. 215

Through route via Grand Haven, Holland, South Haven, Benton Harbor, St. Joseph and Niles.

Two connecting routes from Grand Rapids enter this line on the way: (1) Grand Rapids to Grand Haven and (2) Grand Rapids to Holland, making a through route from Grand Rapids to South Bend via Grand Haven or Holland.

This is a picturesque and interesting settled-weather trip, following the shore of Lake Michigan the greater part of the way; outside of a few relatively short stretches of macadam or gravel, however, the roads are fair-to-poor. On account of the great amount of sand along the lake, a little rain rather helps than harms

Grand Rapids Section

Route 414

a trip practically all the way from Muskegon to St. Joseph; but in wet weather the clay stretches between Grand Rapids and either Grand Haven or Holland are next to impassable. Trips from Grand Rapids to the lake ports (Muskegon, Grand Haven or Holland), should never be undertaken by strangers except in settled weather; but when weather conditions are favorable, all these trips can be pleasantly and quickly made.

MILEAGES

Total Intermediate

0.0 0.0 **MUSKEGON**, P. O., Western Ave.

Start north on Western Ave. to Terrace St. (2-10 m), turning right on Terrace St. (brick, no trolleys); pass Court House (on left—4-10 m), turning diagonally right just beyond (5-10 m) into Peck St. Follow Peck St. over RR. tracks (1.4 m, 1.7 m & 2.5 m); cross 2 more RRs. at **Muskegon Heights** station (2.8 m), turning next left (2.9 m), and curving right with macadam just beyond (3 m), along RR.

Continue on main road, crossing 3 small bridges and ascending grade (4.7 m), direct through 4-corners (5.4 m) to cross-road (5.9 m); here (leaving macadam to left), continue straight ahead on poor, sandy road, which extends (spring 1909) for 3.3 miles. [Several roads are passed on right and left and several bridges are crossed on this sand stretch, but there are no turns.]

Striking gravel (9.2 m, spring 1909), follow same—sharp left turn (11.3 m) and sharp right (11.5 m) to 4-corners just beyond (**Ferrysburg**—11.6 m). Turn left over RR. track and next right (11.8 m), again crossing RR. (11.9 m) and curving left over iron bridge (12 m).

At fork of triangle just beyond (12.1 m), turn right; picking up trolleys (12.2 m), follow same over draw-bridge (12.3 m), crossing (12.5 m) and following car-tracks over wood bridge (12.7 m) and RR. side-track (12.8 m). Where trolleys leave to right (13.2 m), run straight ahead on 7th St. to Washington Ave. (meeting diagonal RR. track).

13.3 13.3 **GRAND HAVEN**, 7th & Washington Ave.

For center of Grand Haven (boat docks, etc.) turn right on Washington Ave., past park (on right—13.5 m), picking up trolleys from right at P. O. (13.6 m), follow them to the docks and Grand Trunk RR. station (13.9 m).

Special note: The following directions carry this route to Holland via the "Inland Route"—poor going a great part of the way, but to be used under all ordinary circumstances, as the shore route to Holland is practically impassable on account of deep sand.

On through trips, leave center of Grand Haven over to right by turning left (13.3 m) from 7th St. into Washington Ave.; 1 block from pumping station (14.2 m), turn right and next left at frame school (14.3 m), curving sharp right (14.6 m). At end of road (14.9 m), turn left over small wood bridge (15 m); avoiding left fork (16 m), curving right—downgrade (17.2 m)—winding but direct along the Grand River, crossing narrow stretch of built-up road (18 m), with sharp curve just beyond.

Continue through prominent 4-corners (18.5 m), crossing bridge (18.9 m), direct to end of road (20.6 m); turn left across narrow stretch to end of road again (20.8 m), where again turn right, taking care not to pass right-hand road 3 miles beyond. Leaving the "River Road" (to Grand Rapids) straight ahead, turn right (old stump fence on right before the turn—23.9 m); then straight ahead on poor, sandy road through several 4-corners and past New Era schoolhouse (on left) to jog in road (29.8 m).

Turn right and immediately left, crossing small wood (31.7 m); turn right, straight ahead 2 miles to cross-road (country store on left—33.7 m). Turn left with telegraph poles, direct 3.9 miles, jogging left and immediately right through 4-corners at frame school (Noordeloss—37.6 m); avoid right fork 1 mile below (38.6 m) by keeping straight ahead with telegraph poles, crossing RR. (41.1 m), iron bridge (41.5 m) and trolley (41.6 m).

At prominent 4-corners $\frac{1}{2}$ -mile beyond the trolley (42.1 m), turn right; cross RR. track (42.9 m), and RR. again at Pere Marquette station (on right—43.1 m). Picking up trolleys (from right—43.2 m), follow them on 8th St. to intersection of Central Ave. (hotel on right-hand corner),

43.6 30.3 **HOLLAND**, 8th St. & Central Ave.

Fred W. Jackson, 25 West 7th St., **Stock Michelin Tires**.

Boat docks (steamers to and from Chicago) at end of 8th St.

Leaving trolleys, turn left on Central Ave. past park (on right—43.8 m) and church (on right—44 m); at next corner (44.1 m—stores and pharmacy on opposite corner), turn right into 16th St., ignoring course of trolley bridge (30.7 m) to important, but unmarked, 4-corners farther on. Taking care not to pass left-hand road (45.6 m), turn left (leaving larger telegraph poles straight ahead); cross trolley (45.9 m), keeping straight ahead through village of **Graffschap** (47.4 m).

Straight ahead on same road 3.9 miles, turning right at prominent but unmarked 4-corners (51.3 m) to, but not across trolley (52.8 m); turn left along tracks 1 mile, then (53.8 m) turn right at old mill over trolley, straight ahead $\frac{1}{2}$ -mile to end of road (54.3 m). Turn left, curving right (54.7 m) over stone culvert (54.9 m) to 4-corners (55 m); turn left with telegraph poles to end of road (55.4 m), where turn right and next left (55.9 m).

The several turns on the way into Saugatuck are somewhat difficult to follow; keep on the main road, avoiding numerous less-traveled forks and side roads.

Pass cemetery (on left), curving sharp right (56.1 m) and sharp left (56.2 m), across trolley (56.3 m); at end

of road immediately beyond turn right, again over car-track (56.4 m), turning left in front of farm-house. Cross trolley and small iron bridge (56.7 m), turning right (56.9 m) and next left (57 m) into

57.1 13.5 **SAUGATUCK**, center of village.

Just beyond (57.2 m), turn left into Culver St., straight ahead across iron bridges (57.9 m & 58.1 m) to end of road at village of Douglas (58.4 m); turn right $\frac{1}{2}$ -mile to 4-corners (58.9 m), where turn left with telegraph poles, direct on main road through **Ganges** (53.4 m). At 4-corners (65.3 m—unmarked except by red barn and farmhouse in distance); turn right to end of road (66.3 m), where turn left, straight ahead through **Glen** (68.3 m).

Pass hotel (on right—71 m), curving left (74.5 m) through 4-corners (74.9 m) to right-hand road (75.1 m); turn right, straight ahead through 4-corners (76.1 m—hotel on left) to intersection of Dyckman Ave. (77 m), entering South Haven. Here (large wood pavilion, on right, before the turn), turn left on Dyckman Ave., straight ahead across iron bridge* (Black River—77.3 m) to end of street in front of skating rink.

77.4 20.3 **SOUTH HAVEN**, Dyckman St., head of Broadway.

This through route saves some distance and 2 or 3 turns by keeping east of the business center; for the center, turn 1st right after crossing bridge on Williams St. to Center St.

Turn right on Broadway, straight ahead across Phoenix St. (library on farther left-hand corner, 77.6 m); 0.3 m beyond (77.9 m), bear diagonally left into Phillips St., and diagonally right (78.1 m) into the main road south. Cross iron bridge (80 m), straight ahead through 4-corners (80.6 m) to end of road (82.5 m); turn left and next right (82.7 m), crossing RR. (grade—84.9 m) through village of Covert (85.2 m).

Straight ahead on poor, sandy road 3.5 miles to important, but unmarked, 4-corners (88.7 m); here (shortly after passing small saw-mill, over to left), turn left, crossing RR. track (89.2 m). At farmhouse (on left—89.6 m), turn right on same narrow, sandy road, across small iron bridge (90.2 m) and through prominent 4-corners (90.6 m), shortly coming along the eastern shore of **Paw Paw Lake** (91.6 m).

Pass summer resort (91.9 m) and cross small iron bridge (92.1 m); descend grade (93.2 m) across iron bridge, ascending grade (93.4 m) to and over RR. track at **Watervliet** station (93.6 m). Turn next right (93.7 m), past Watervliet Grammar School (on right after the turn); 2.3 miles beyond (96 m), pass small park (on right), leaving village of **Coloma** over to right by continuing nearly direct south.

Cross RR. (grade—97.5 m) descending grade (99.2 m) across wood bridge (99.3 m); immediately after passing log cabin (on right, 99.9 m), turn left, crossing RR. (100.1 m) to end of road at hamlet of **Riverside** (100.2 m). Turn left, straight ahead through diagonal cross-road (101.9 m) and over RR. (grade—103.7 m); thence on winding but direct road, crossing RR. side-track (105.4 m).

Cross wood bridge and RR. (grade—105.6 m)—now on Paw Paw Ave., Benton Harbor; striking asphalt (106 m), turn right with same into Territorial St. Follow Territorial St. across 4 RR. tracks (106.1 m) to end of street at Water St. (106.3 m); turn left on Water St.

106.4 29.0 **BENTON HARBOR**, Water & Main Sts.

For city map, see page 455.

Turn right with trolleys on Main St., direct over new iron bridge (107.3 m—St. Joseph River); 0.3-mile beyond (107.6 m), cross wood bridge, immediately ascending grade. Just beyond (107.7 m), turn right with trolleys on Ship St., which follow to branching of car-tracks (107.9 m); turn left with one line of trolleys on Main St.,

107.9 1.5 **ST. JOSEPH**, Main & Ship Sts.

Edgewater Club, North Lake Drive.

Whitcomb Hotel & Mineral Baths, Ship St. & Lake Blvd.

Bunkhard Brothers, 516 Ship St., **Stock Michelin Tires**.

For city map, see page 455.

For diverging routes, see **Index map**, page 758.

Straight ahead across Broad St. (108 m) to fork (108.4 m); keep to left with car-tracks on Niles Ave., running straight ahead on main road when trolleys leave to right (108.7 m). Pass right-hand road (109.9 m), crossing wood bridge and RR. (grade—110.5 m); ignoring course of trolleys (which shortly enter, but soon leave), follow main road through diagonal 4-corners (112.2 m), crossing RR. (113.7 m) and immediately through another diagonal cross-road.

Caution for bad trolley crossing (114 m), passing right-hand road by small white school (114.7 m); cross short, bad bridge (116.7 m), straight ahead through 4-corners at Arden (country store on left—118.1 m). Cross iron bridge (120.5 m), keeping gradually to right to 4-corners just outside Berrien Springs; here (brick building on the corner—122 m), turn left across trolley track at

122.1 14.2 **BERRIEN SPRINGS**, center of town.

Go through, carefully descending grade to iron bridge (122.4 m); immediately after crossing same turn sharp right to fork (122.7 m), where keep to right, upgrade along river, direct past all roads on right and left for several miles. Cross trolley (129.8 m), following general course of trolley and RR. on winding road, crossing iron bridge (130.6 m); **caution** for dangerous RR. (131.3 m), passing immediately under RR. Meeting trolleys on 1st

131.8 9.7 **NILES**, Main & S. 3rd Sts.

Hatch's Garage, Second St.

John H. Forler, 202 N. Front St., Stock Michelin Tires.

Tourists who intend going straight through to Chicago or intermediate points without stop, can save over 10 miles by going direct to New Carlisle. (See Route No. 403, Note a.)

Turn right on S. 3rd St., crossing Broadway (132 m) to fork at Green St. (132.2 m); here leave the river road to right, keeping straight ahead on S. 3rd St. caution for 2 dangerous RR. crossings (133.1 m). Continue through cross-roads (134.1 m & 135.7 m), turning sharp left at end of road (136.6 m) over RR. and trolley (136.7 m)—the short piece of road from 136.6 m to 136.8 m is the interstate line.

Turn right (136.8 m)—now in Indiana—straight ahead through cross-roads (137.9 m & 139.4 m); cross small iron bridge (139.5 m) and RR. side-track (140.4 m), passing University of Notre Dame (over to left—140.6 m). Avoid left-hand road (141.5 m) by keeping straight ahead—down slight grade—under RR. (141.6 m) to end of road (141.7 m).

Turn right and next left, following trolleys across long iron bridge (St. Joseph River—141.8 m) into Michigan St., South Bend. Straight ahead on brick pavement to Washington St. (car-tracks 4 ways, 142.6 m); turn right on Washington St. one block to Main St., center of

142.7 10.9 **SOUTH BEND**, Court House, Main & Washington Sts.

The Oliver, Main & Washington Sts.

Studebaker Garage, 226 S. Lafayette St.

20th Century Motor Car & Supply Co., 121 S. Lafayette St., Stock Michelin Tires.

Milton G. Smith Garage Co., 333 S. Main St., Stock Michelin Tires.

For city map, see page 413. For diverging routes, see Index map, page 413.

For through connections see Trunk-line Index map, front of book.

Route 415—St. Joseph, Mich., to Chicago—122.6 m.

Route map, page 758

Reverse route, No. 6

Via Buchanan, Hudson Lake, LaPorte and Valparaiso. For the most part gravel or stone roads, although some stretches of sand are encountered to Buchanan.

MILEAGES
Total Intermediate
Points of Interest—

(For this and optional exits, see city map, page 455.)

St. Joseph, located on Lake Michigan at the mouth of the St. Joseph River, is undoubtedly best known as a summer resort with many fine summer homes. As early as 1672 a mission was established at the Falls of St. Mary in the St. Joseph River. In 1679 LaSalle erected a fort at the mouth of the river on the present site of the city. A monument to LaSalle has been erected to commemorate the spot. To-day it is one of the most important shipping points for fruit on the eastern coast of Lake Michigan, as the surrounding country is devoted almost exclusively to small fruit raising.

0.0 0.0 **ST. JOSEPH**, State & Ship Sts.

Turn square left, follow trolley for 1 block on Ship St., turning right on Main St.; follow trolley straight south, bearing left with same and brick pavement onto Niles Ave. (0.6 m); trolley leaves to right (0.9 m); continue on good macadam, taking care not to pass

2.0 2.0 Prominent left-hand branch road; turn left with 4-arm telephone poles. Cross RR. (2.6 m), running upgrade

Route 415**Grand Rapids Section**

- just beyond, meeting trolley from the right; follow same straight south.
- 2.9 0.9 Do not turn right with macadam, but continue straight ahead on sandy road for about a mile, meeting macadam again (3.9 m). Pass good macadam road and school (on right—4.4 m); trolley leaves to the left (4.8 m). Straight across RR. (5.8 m), passing church and cemetery (on right), just beyond. **Caution** for trolley crossing where tracks come in from the right (6.1 m). Macadam ends (7.0 m); continue straight ahead with trolley, same bearing off to the left about 10 miles. Pass church (on left—9.7 m). **Take care** not to run through prominent 4-corners at
- 10.1 7.2 **Arden**—store on left; turn square right to first
- 10.4 0.3 Left-hand road; turn left, going straight south on direct road across RR. (12.7 m), curving right and left with road (16.1 m).
- 17.4 7.0 End of road; brick school on left; turn left, curving right with road just beyond. **Caution** for sharp downgrade and corresponding upgrade just beyond about 20 miles. Avoid good road to the right (21.1 m), continue straight ahead to end of street in center of
- 21.8 4.4 **BUCHANAN**. Turn left around Bank Building, passing first right-hand street.
- 21.9 0.1 5-corners; turn square right, running straight out of town, across RR. (22.4 m), curving left and right with road just beyond; follow good gravel road almost straight, pass brick school and church (23.9 m), **taking care not to run through**
- 25.5 3.6 Prominent cross-road; large red barn over to the left; turn square right shortly, curving left and right with road (26.3 m). Follow main traveled road, avoiding road to the left (28.3 m). Cross RR. (31.1 m), passing church and school (on right—32.6 m), through prominent cross-roads (35.2 m). (**New Carlisle** may be seen over to the left) Curve left with road (35.8 m) to
- 36.0 10.5 **HUDSON LAKE**. Pass lake (on right), crossing 2 trolleys just beyond, running under RR.; continue straight ahead to
- 37.8 1.8 End of road; turn left past school and immediately right, running into South Bend road.
- 38.2 0.4 Fork; small farm house in center; road to the right goes to Michigan City. **Bear left** with main telephone lines, going straight ahead on direct road through all cross-roads, meeting trolley (from right—44.0 m); follow same across RR. (47.5 m) onto Main St. Straight ahead to
- 47.8 9.6 **LA PORTE**. Court House on right.

Hotel Teegarden, Main and Monroe Sts.

New Coliseum Garage, rear of Court House.

Auto Maintenance Co., 808 Monroe St., **Stock Michelin Tires**.

For remaining directions to Chicago, see Route No. 201.

Grand Rapids Section

Route 417

Route 417—St. Joseph to Kalamazoo, Mich.—51.5 m.

Route map, page 758

Reverse route, No. 417R

Good natural road with some gravel. A very pleasant trip except after very heavy rains.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 455.)

- | | | |
|------|------|--|
| 0.0 | 0.0 | ST. JOSEPH , Ship & State Sts.
Go east on Ship St., with trolley. |
| 0.2 | 0.2 | End of street; Court House on left; turn left with trolley onto Wayne St., going over long iron bridge (0.4 m) and again (0.6 m), same thorofare becoming West Main St., passing car barns (on right—1.2 m). |
| 1.4 | 1.2 | BENTON HARBOR , Main & Pipestone Sts.
Straight ahead on Main St., 1 block with trolley; turn left, leaving trolley immediately beyond; turn right onto Territorial St. , crossing RR. (1.8 m). |
| 1.9 | 0.5 | Immediately after crossing RR., where 2 asphalt streets go ahead upgrade, turn left onto macadam, crossing RR. and wooden bridge (2.4 m). |
| 2.9 | 1.0 | Irregular 4-corners; bear right. |
| 3.8 | 0.9 | Fork; bear right, crossing RR. (4.2 m), avoiding all angling roads on good sandy dirt road, through Riverside to |
| 7.6 | 3.8 | First right-hand road just before RR. crossing; turn right, passing station (on left), swinging left with road and crossing RR. (7.8 m). |
| 8.0 | 0.4 | 4-corners after crossing RR.; turn right on main traveled road, going over long wooden bridge (8.5 m), sharp S-turn (8.8 m), passing cemetery (on right—9.3 m), jogging right and immediately left across RR. (10.3 m), straight through Colma (11.7 m), going over RR. (11.8), passing cemetery on right (13.4 m), straight through outskirts of Watervliet (14.0 m), passing cemetery (on left—14.4 m), crossing RR. (15.3 m) and again (18.7 m), straight through Hartford (18.8 m), crossing RR. (24.2 m), going straight through Lawrence (24.6 m). |
| 25.4 | 17.4 | Right-hand branch road; bear right with telephone poles, coming along RR. track (25.9 m). |
| 30.2 | 4.8 | End of road; turn right. |
| 30.5 | 0.3 | First 4-corners; turn left with main travel, passing lake (on left—33.0 m). |
| 33.3 | 2.8 | PAW PAW . Bank on left. Straight through.
For diverging routes, see Index map , page 758. |
| 33.5 | 0.2 | Irregular 4-corners; bear left, passing red brick school-house (on right) and church (on left) immediately beyond, same thorofare becoming Territorial Road. |
| 34.8 | 1.3 | 4-corners; white school-house on near left; turn left. |
| 36.8 | 2.0 | Right-hand road (road ahead very poor); turn right, swinging left with road (37.0 m), passing through Almena (38.9 m), turning left with road to |
| 42.7 | 5.9 | End of road; turn right immediately, passing church and cemetery (on left) to |

Route 417R

Grand Rapids Section

- 42.8 0.1 Fork; school-house in center; bear left on winding road, swinging left past blacksmith shop to
- 44.9 2.1 End of road; turn right, same thorofare becoming Main st., picking up trolley (50.3 m) and brick pavement (50.6 m), crossing RR. (51.0 m); follow to the center of
- 51.5 6.6 **KALAMAZOO**, Main & Rose Sts. Court House on right.

The American Hotel, E. Main St.

Harlow Garage, 425 E. Main St.

Kalamazoo Motor Co., 116 W. Water St.

Shaw's Garage, 310 N. Burdick.

For city map, see page 442. For diverging routes, see **Index map**, page 758.

Route 417R—Kalamazoo to St. Joseph, Mich.—51.5 m.

Route map, page 758

Reverse route, No. 417

Good natural road with some gravel. A very pleasant trip except after very heavy rains.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 442.)

0.0 0.0 **KALAMAZOO**, Main & Rose Sts.

From Court House (on left) go west on Main St., past Y. M. C. A. (on left—0.1 m), crossing RR. (0.5 m); brick pavement ends (0.9 m), trolley ends (1.2 m). Straight ahead, avoiding all cross-roads on fair gravel road.

- 6.6 6.6 Left-hand road; blacksmith shop on far left; turn left, swinging right with road just beyond.
- 8.8 2.2 Left-hand road; church and cemetery on right; turn left, swinging right with road just beyond, going straight through **Almena** (12.6 m).
- 14.2 5.4 Fork; bear left, swinging right with road (14.5 m).
- 14.7 0.5 End of road; turn left.
- 16.7 2.0 4-corners; white school-house on near right; turn right, passing cemetery (on left—17.0 m).
- 18.0 1.3 4-corners just after passing church on right and red brick school-house on left; bear right into
- 18.2 0.2 **PAW PAW**. Bank on far right.
For diverging routes, see **Index map**, page 758.
Straight through with telephone poles.
- 21.0 2.8 4-corners; turn right with main travel and immediately left just beyond, straight ahead on winding road, going through **Lawrence** (26.9 m), cross RR. (27.3 m), **Hartford** (32.7 m), crossing RR. (32.8 m) and again (36.2 m), passing **Watervliet** over to the right (37.5 m), crossing bridge over RR. (39.7 m), straight through **Colma** (39.8 m), jogging right across RR. and immediately left (41.2 m), going over long wooden bridge (43.0 m).
- 43.5 22.5 4-corners (road ahead poor); turn left with main travel, crossing RR. and swinging right with road (43.7 m), passing station (on right) just beyond.
- 43.9 0.4 End of road; turn left through **Riverside**, straight ahead, avoiding all angling roads to right and left, crossing RR. (47.3 m) and again (49.1 m), same thorofare becoming Paw Paw Ave.
- 49.6 5.7 End of road; turn right immediately, crossing RR.
- 49.9 0.3 **Sixth St.**; turn left 1 block.

DON'T FAIL TO VISIT ST. JOSEPH, MICHIGAN

WHITCOMB HOTEL AND MINERAL BATHS

FORTY MILES FROM SOUTH BEND, MICHIGAN CITY OR LA PORTE, RUNNING THROUGH THE FAMOUS MICHIGAN FRUIT BELT

50.0 0.1 **West Main St.**; turn right, picking up trolley.50.1 0.1 **BENTON HARBOR**, Main & Pipestone Sts.

For city map, see page 455.

Straight ahead with trolley, passing car barns (on left—50.3 m), going over long iron bridge (50.9 m) and another long iron bridge (51.1 m), same thoroughfare becoming **Wayne St.**51.3 1.2 **Ship St.** Court House on right; turn right with trolley.51.5 0.2 **ST. JOSEPH**, Ship & State Sts.

Edgewater Club, North Lake Drive.

Whitcomb Hotel & Mineral Baths, Ship St. & Lake Blvd.

Bunkhard Brothers, 516 Ship St., Stock Michelin Tires.

For city map, see page 455. For diverging routes, see **Index map**, page 758.**Route 419—Kalamazoo to Fort Wayne, Ind.—98.6 m.**

Route map, page 758

Reverse route, No. 284

Via Lima and Kendallville, Ind. Mostly good gravel.

The Blue Book car was not able to cover this route during the summer of 1910, but it has been compiled from the best obtainable information and will be found very handy as a short cut for tourists going into Southern Indiana and Ohio from Northern Michigan points.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 442.)

0.0 0.0 **KALAMAZOO**, Main & Rose Sts.

From Court House (on right) start east on Main St.

0.2 0.2 Fork; bear right onto Portage St., with one set of trolleys, crossing RR. (0.8 m).

1.3 1.1 5-corners; fire engine house on left; bear right. Trolleys leave to the left. Swing left with road (1.8 m) and right with road (3.0 m).

4.5 3.2 End of road; turn left.

5.0 0.5 First right-hand road; turn right.

7.2 2.2 Left-hand road; turn left.

7.6 0.4 End of road; turn right, following road, swinging along shore of lake.

8.4 0.8 Right-hand road; turn right.

12.0 3.6 End of road; turn right, crossing RR. (12.2 m), swinging left with road (12.4 m), and crossing RR. (12.9 m).

18.3 6.3 End of road; turn left, swinging right with road (19.2 m).

21.2 2.9 4-corners; turn left, crossing RR. at **Mendon** (23.9 m).

24.4 3.2 4-corners; turn right immediately, crossing bridge.

30.4 6.0 Left-hand road; turn left.

30.8 0.4 Right-hand road; stone school-house on left; turn right.

31.0 0.2 Irregular 4-corners; turn left, following direct but winding road with numerous jogs.

38.9 7.9 **STURGIS**, 4-corners. Straight through.

39.9 1.0 4-corners; turn right, crossing RR. (40.2 m).

40.4 0.5 4-corners; turn left, crossing RR. (40.9 m).

48.4 8.0 Left-hand road; turn left through **Lima**.

Routes 419

Grand Rapids Section

- 48.9 0.5 4-corners; turn right, crossing bridge (49.1 m), swinging right and left with road, crossing 2 RRs. (53.1 m).
- 54.3 5.4 **LA GRANGE**, irregular 4-corners. Turn left, crossing RR. (54.5 m).
- 54.9 0.6 4-corners; turn right, crossing RR. (56.1 m).
- 58.4 3.5 End of road; turn left.
- 59.0 0.6 **VALENTINE**, 4-corners. Turn right.
- 59.5 0.5 Left-hand road; turn left, crossing RR. (59.8 m).
- 60.5 1.0 4-corners; turn right, crossing RR. (61.5 m), going straight through **Wolcottville** (64.7 m). Cross RR. (65.1 m) and again (65.7 m), bearing right with road at cemetery (66.1 m).
- 66.5 6.0 4-corners; Kemp Sanitarium on far right; turn left, avoiding left-hand branch road immediately beyond, swinging left with road (67.2 m).
- 69.4 2.9 End of road; turn right.
- 70.0 0.6 End of road; turn right.
- 70.4 0.4 First left-hand branch road; bear left, passing through irregular 4-corners with school-house on left (71.0 m).
- 72.7 2.3 Fork; bear left.
- 72.9 0.2 End of road; turn right.
- 73.1 0.2 Left-hand road immediately before RR. crossing; turn left.
- 73.5 0.4 First right-hand road; at blacksmith shop turn right.
- 74.0 0.5 **KENDALLVILLE**, 4-corners.

Wallace Mfg. Co., 207 N. Main St., Stock Michelin Tires.
For diverging routes, see Index map, page 557.

Straight through, crossing RR. (74.1 m), direct road through **Lisbon** (76.2 m), **Avilla** (79.4 m). Cross RR. (80.0 m), through **Swan** (83.0 m); cross RR. at **Laotta** (84.5 m) to

- 84.9 10.9 End of road. Turn left across RR., swinging right and left with road, again crossing RR. left (88.1 m), following same through **Huntertown** (88.6 m).
- 96.1 10.0 Right-hand branch road; bear right, leaving trolley, same thorofare becoming Wells St. Trolley comes in from right (97.8 m); follow same, crossing RR. (98.2 m), over long iron bridge (98.3 m).
- 98.4 2.3 End of road; turn left with trolley onto E. Superior St.
- 98.5 0.1 Turn right with trolley onto Calhoun St., immediately crossing RR. and follow same to Court House, center of
- 98.6 0.1 **FORT WAYNE**, Calhoun & Main Sts.

Wayne Hotel, W. Columbia St.

Bachelor Garage, E. Columbia St.

Ft. Wayne Machine Co., 1035 Calhoun St., Stock Michelin Tires.

Randall Motor Car Co., 116 W. Wayne St., Stock Michelin Tires.

For city map, see page 558. For diverging routes, see Index map, page 557.

For through connections see Graphic Trunk-line Chart, inside front cover.

Grand Rapids Section

Routes 421—422

Route 421—Kalamazoo, Mich., to Elkhart, Ind.—56.5 m.

Route map, page 758

Reverse route, No. 213A

Fair gravel road for the most part with stretches of fair natural road.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 442.)

0.0 0.0 **KALAMAZOO**, Main & Rose Sts.

From Court House (on left) go west with trolley on Main St.

- 0.3 0.3 **West St.**; turn left with branch of trolley.
- 6.0 5.7 Right-hand branch road immediately before RR. crossing; bear right, passing **Portage Center Station** (on left—6.4 m).
- 8.5 2.5 End of road; turn left, crossing RR. (9.4 m).
- 11.9 3.4 End of road; turn right with telephone poles, crossing RR. (12.8 m).
- 13.1 1.2 4-corners; cemetery on far right; turn left, going straight through **Schoolcraft** (13.5 m), crossing RR. (13.9 m), straight ahead with 2-arm telephone poles, passing **Flow-erfield Station** (on left), passing lake (on right—17.9 m), straight through **Moore Park**; church on right (20.3 m), crossing RR. (23.2 m), passing Fair Grounds (on left—23.9 m).
- 24.9 11.8 **Three Rivers**. Soldiers' monument on left. Straight through, avoiding angling road to the right (25.3 m), crossing RR. and leaving brick pavement (25.4 m).
- 25.5 0.6 Fork immediately after crossing RR.; bear right, crossing RR. (25.8 m) and again (26.8 m), straight ahead, avoiding all cross-roads.
- 34.7 9.2 End of road; turn right, picking up main line telephone poles, straight through **White Pigeon** (35.6 m), crossing RR. (36.4 m), straight through **Bistula** (41.2 m), jogging left and immediately right with road (41.4 m) along bank of river.
- 47.5 12.8 4-corners; turn right, picking up trolley, straight through **Bristol** (47.7 m). Trolley leaves to the left (50.5 m); pick up trolley from the left (53.2 m), follow same across RR. (55.6 m), same thorofare becoming E. Jackson St., cross RR. (56.0 m).
- 56.1 8.6 **North Main St.**; turn left with trolley, follow same to center of
- 56.5 0.4 **ELKHART**, Main & Harrison Sts.

Elkhart Garage Co., 200 N. Main St.

Elkhart Steam Vulc. Co., 102 Main St., **Stock Michelin Tires**.

For city map, see page 814. For diverging routes, see **Index map**, page 557.

Route 422—Paw Paw to South Haven, Mich.—28.6 m.

Main route via Lawrence and Bangor.

MILEAGES
Total Intermediate

0.0 0.0 **PAW PAW**.

From hotel corner go east on Main St., keeping straight ahead at second road on right (2.9 m). Turn right; at first road on left, turn left, following gravel road (3.1 m). Continue straight ahead, bearing right, at 8.1 m turn left,

Route 422R**Grand Rapids Section**

keeping ahead to red brick hotel building on left.

8.7 8.7 **LAWRENCE.**

Turn right on Main St., crossing small bridge. At drinking trough in center of road turn left (9 m). Continue to end of road and turn right (10.6 m). At second red brick school on left, turn left (13.4 m).

At end of road turn right (15.3 m). Continue straight ahead to lumber office on right (17.5 m). Turn left on Main St., crossing RR. at

17.7 9.0 **BANGOR.**

Continue ahead to end of road (17.9 m). Turn right and then left (18 m). Bear left and right (18.1 m). At cross-roads—store on right—keep straight ahead (23.3 m).

Where road forks at church on left (25.9 m), keep straight ahead on main-traveled road to Phoenix St.—Public Library building on right with cannon in front. Turn left to Center St.,

28.6 10.9 **SOUTH HAVEN.**

For diverging routes, see *Index map*, page 758.

Route 422R—South Haven to Paw Paw, Mich.—28.6 m.

Main route via Bangor and Lawrence.

MILEAGES
Total Intermediate
0.0 0.0

SOUTH HAVEN, Center & Phoenix Sts.

Go east on Phoenix St. to Public Library building with large cannon in front. Turn right and keep ahead, keeping left at fork (1.3 m). At church on right, surrounded by maple grove, run straight ahead (2.7 m).

At cross-road forks, store building on left, continue ahead, following poles (5.3 m). At 10.5 m road bears left and turns right. At end of road (10.6 m), turn right then left (10.7 m). Cross RR. at

10.9 10.9 **BANGOR.**

Continue ahead on Main St. to lumber office; there turn right (11.1 m). Keep south at road on left (13.3 m). Turn left—white house and unpainted barns at turn. Continue east to first cross-road—red brick school with bell on top on right (15.2 m).

Turn right, continuing ahead to first road on left after passing large new red brick school on right with small old school building opposite on left. Turn left (18 m) and follow angling road to

19.9 9.0 **LAWRENCE.**

At end of road turn right; after crossing small bridge turn left on first road at red brick hotel corner. Continue to diagonal road on right.

Turn right, following poles (20.5 m). Follow gravel road, bearing right (25.5 m), and then turn left on first road. Continue straight ahead across bridge to Main St.,

28.6 8.7 **PAW PAW.**

For diverging routes, see *Index map*, page 758.

TRAVERSE CITY SECTION

ROUTES 431 TO 440

Route 431—Traverse City to Petoskey, Mich.—69.8 m.

Route map, page 790

Reverse route, No. 435

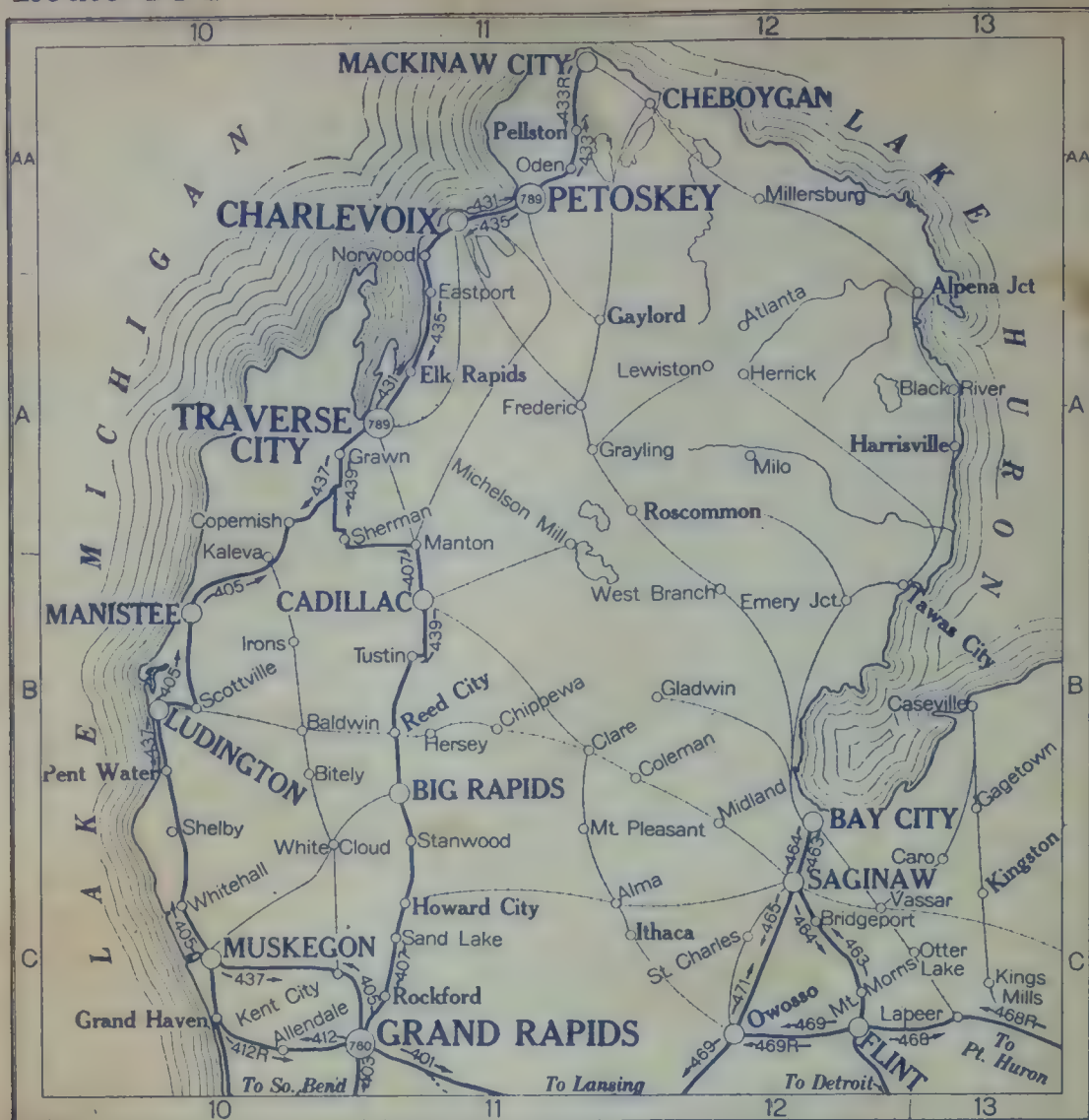
Good gravel road for the most part with some excellent stone, but caution should be used not to get out of the beaten track in center of road. Beautiful scenery through rolling country with frequent views of Lake Michigan.

MILEAGES
Total Intermediate

0.0 0.0 **TRAVERSE CITY**, Union & Front Sts.

(From State Bank (on left) go east on Front St., avoiding road to the right and crossing RR. (0.6 m). Avoid road to the left (1.0 m).

- | | | |
|------|------|---|
| 1.7 | 1.7 | Right-hand branch road immediately after passing Fair Grounds on right; bear right with telephone poles, straight through diagonal 4-corners (2.3 m), swinging left with road around the bay, crossing RR. (5.0 m). |
| 5.2 | 3.5 | 4-corners immediately beyond RR.; turn left with telephone poles following along RR., crossing same (6.2 m), through Acme (7.4 m—Post Office on right). |
| 7.6 | 2.4 | End of road; turn right with telephone poles. |
| 7.7 | 0.1 | End of road; turn left with telephone poles, passing cemetery (on right—7.9 m) and white church and school-house (on right—11.2 m), swinging right and immediately left with road (13.3 m), crossing RR. (16.4 m), same thorofare becoming Ottawa St.; turning right with road (16.8 m). |
| 17.1 | 9.4 | 4-corners; turn left. |
| 17.2 | 0.1 | End of street; yellow brick school-house on left; turn right onto River St. |
| 17.4 | 0.2 | ELK RAPIDS . Turn left across small concrete bridge and turning right with road, passing iron works (on left—17.6 m), going over small iron bridge, cross RR. (17.8 m), running under RR. immediately beyond, again crossing RR. (17.9 m). |
| 18.0 | 0.6 | End of road; jog right and immediately left with telephone poles, straight ahead on winding road along shore of lake, passing Milton town hall (on left—21.2 m). |
| 21.3 | 3.3 | Left-hand road; turn left, passing concrete block school-house (on right—21.6 m), through 4-corners of Milton Center (22.6 m), going downgrade and immediately up (23.4 m) on winding road through rolling country past school-house (on right—27.6 m), straight through Torch Lake (31.5 m). |
| 33.8 | 12.5 | End of road; church on both right and left; turn right, going through Eastport to first |
| 33.9 | 0.1 | Left-hand road; turn left with one set of telephone poles.
Caution not to pass |
| 34.8 | 0.9 | Left-hand road; turn left, leaving telephone poles. |
| 35.1 | 0.3 | First right-hand road; turn right, passing cemetery (38.8 m), going up steep hill (40.4 m). |
| 41.6 | 6.5 | End of road; turn left with telephone poles to first |



- 41.9 0.3 Right-hand road; turn right, passing church (on left) and school-house (on right) at **Norwood** (42.0 m). Follow winding but direct road.
- 43.8 1.9 Left-hand road immediately after going down sharp grade; turn left.
- 44.8 1.0 End of road; turn right with poles and immediately left; turn sharp right with road (46.5 m).
- 47.0 2.2 End of road; turn left, picking up poles.
- 48.4 1.4 End of road; turn right with telephone poles.
- 48.8 0.4 End of road; turn left with telephone poles, avoiding angling road to the left (48.9 m), with main travel.
- 50.6 1.8 End of road; turn right with main travel and poles
- 51.0 0.4 4-corners; turn left with heavy telephone line.
- 52.1 1.1 End of road; turn right.
- 52.6 0.5 End of street; turn left to center of
- 52.7 0.1 **CHARLEVOIX**. Straight ahead, crossing long iron drawbridge upgrade (52.8 m), avoiding branch road to the right (53.0 m).
- 53.1 0.4 Right-hand branch road; bear right, swinging left with road (53.4 m). Heavy line of telephone poles comes in from the right (53.5 m), follow same straight ahead, crossing RR. (54.6 m).

NORTHERN AUTO & ELECTRIC COMPANY

PETOSKEY, MICH.

Edw. W. Rigg, Mgr.

Fireproof garage. Accommodations for 50 cars. Machine shop,
steam vulcanizing and electric charging plant in connection.
Automobile and electrical supplies of all kinds carried in stock.

- 56.5 3.4 3-corners; bear left upgrade, straight ahead with poles.
- 62.3 5.8 End of road at **Bay Shore Station**; turn right to first
- 62.5 0.2 4-corners; turn left with telephone poles.
- 67.5 5.0 Fork; bear left with telephone poles, swinging right with
road immediately beyond, same thoroughfare becoming
Charlevoix Road, winding down along shore of lake.
- 69.2 1.7 **Jackson St.**; turn right, swinging left (69.3 m).
- 69.4 0.2 **Mitchell St.**; turn right, crossing long iron bridge (69.5
m) to center of
- 69.8 0.4 **PETOSKEY**, Howard & Mitchell Sts.

Northern Auto & Electric Co., Mitchell St., Stock Michelin Tires.
For diverging routes, see Index map, page 790.

Route 433—Petoskey to Mackinaw City, Mich.—41.6 m.

Route map, page 790

Reverse route, No. 433R

This route has not been covered by the Blue Book car, but for the benefit of
those desiring to make this trip the following approximate mileages and direc-
tions, gathered from the best local information, will be found helpful.

MILEAGES

Total Intermediate

- 0.0 0.0 **PETOSKEY**. Mitchell & Howard Sts.
Frost 1st Nat'l Bank (on left) go west 2 blocks.
- 0.1 0.1 **Bay St.**; turn right for one block immediately at RR.,
turn left, jogging right at end of road and immediately
left along RR. (0.2 m).
- 0.3 0.2 End of street; turn left away from RR. and immediately
right around hotel. Straight through **Bay View** (1.1 m),
following main travel, passing cemetery (on left—7.8 m),
passing along shore of Lake, straight through **Oden**
(9.5 m), crossing RR. to
- 12.0 11.7 **ALANSON**. Jog right across RR. and immediately left
along same; straight through **Brutus** (17.3 m). **Caution**
not to pass.
- 18.3 6.3 4-corners; turn left, crossing RR. to
- 18.8 0.5 First right-hand road at white schoolhouse; turn right.
- 19.8 1.0 End of road; turn left.
- 20.3 0.5 End of road; turn right.
- 22.3 2.0 End of road; turn right, taking first left and passing
Pellston over to the right at (22.8 m). **Caution not to**
pass.

39

YOU can buy cheaper speed indicators, it is true. But
at best they give but an approximate indication, and
seldom stand up more than a few months. Far wiser
to pay the difference and get a Warner. It is accurate to
the hair, first, last and all the time and will outlast many
cars.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 433**Traverse City Section**

- 25.8 3.5 4-corners; turn right into **Van** (26.3 m). Straight ahead, crossing RR.
- 26.4 0.6 First 4-corners after crossing RR.; turn left, going straight through **Lakewood** (28.2 m).
- 29.2 2.8 End of road; turn left into **Levering**, swinging right past store, immediately crossing RR. at **Levering Station**.
- 29.6 0.4 Right-hand road; turn right along RR.
- 33.6 4.0 End of road; turn right, crossing RR. and swinging along bank of **Carp Lake**.
- 35.6 2.0 Irregular 4-corners; turn left; following straight ahead
- 41.6 6.0 **MACKINAW CITY**.

For diverging routes, see **Index map**, page 790.

Route 433R—Mackinaw City to Petoskey, Mich.—41.6 m.

Route map, page 790

Reverse route, No. 433

This route has not been covered by the Blue Book car, but for the benefit of those desiring to make this trip the following approximate mileages and directions, gathered from the best local information, will be found helpful.

MILEAGES
Total Intermediate

- 0.0 0.0 **MACKINAW CITY**.
Go due south along RR. (on right) for 6 miles.
- 6.0 6.0 Irregular 4-corners; turn right, swinging along bank of **Carp Lake**, crossing RR. (7.9 m).
- 8.0 2.0 First left-hand road after crossing RR.; turn left.
- 12.0 4.0 Turn left, crossing RR. at **Levering Station**, swinging right through **Levering**.
- 12.4 0.4 4-corners, in town store on left; turn left; immediately beyond turning sharp right, passing straight through **Lakewood** (13.4 m).
- 15.2 2.8 4-corners; turn right, crossing RR. into **Van**.
- 15.8 0.6 4-corners, just beyond town; turn left along RR., passing **Pellston** over to the left (18.8 m).
- 19.2 3.4 End of road; jog right, taking first left. **Caution not to pass**.
- 21.3 2.1 Left-hand road; turn left.
- 21.8 0.5 End of road; turn right.
- 22.8 1.0 End of road at white schoolhouse; turn left, crossing RR.
- 23.3 0.5 First 4-corners after crossing RR.; turn right.
- 24.3 1.0 **BRUTUS**. Straight through along RR.
- 29.5 5.2 Turn right across RR. into **Alanson**, where turn left along RR., passing straight through **Oden** (32.1 m) along shore of Lake, passing cemetery (on right—33.8 m), following main travel straight through **Bay View** (40.5 m), jogging left and immediately right around hotel (41.3 m), jogging right and immediately left (41.4 m).
- 41.5 12.0 End of street; turn right into **Bay St.** for one block, where turn left into **Howard St.**, 2 blocks to center of
- 41.6 0.1 **PETOSKEY**. Howard & Mitchell Sts.—1st Nat'l Bank on near right.

Northern Auto & Electric Co., Mitchell St., **Stock Michelin Tires**.

For diverging routes, see **Index map**, page 790.

Route 435—Petoskey to Traverse City, Mich.—69.8 m.

Route map, page 790

Reverse route, No. 431

Good gravel road for the most part, but caution should be used not to get out of the beaten tracks in center of road. Beautiful scenery through rolling country with frequent views of Lake Michigan.

MILEAGES

Total Intermediate

0.0	0.0	PETOSKEY , Howard & Mitchell Sts. Go south on Mitchell St., crossing long iron bridge (0.3 m).
0.4	0.4	Jackson St. ; turn left, swinging right with street (0.5 m).
0.6	0.2	Charlevoix Road ; turn left, swinging right with road (0.8 m), avoiding angling road to the left (1.7 m), straight ahead on winding but direct road with telephone poles, going up sharp grade (4.6 m).
7.3	6.7	4-corners; turn right with poles.
7.5	0.2	First left-hand road immediately before RR. crossing; turn left, passing Bay Shore Station (on right), straight ahead with poles, bearing right with road (13.3 m), crossing RR. (15.2 m).
16.4	8.9	Fork; bear right, swinging left with road (16.9 m) and going downgrade (17.0 m), cross long iron drawbridge to center of
17.1	0.7	CHARLEVOIX . Straight through. Caution not to pass
17.2	0.1	Right-hand road; hotel on farther right; turn right.
17.7	0.5	Left-hand road; turn left.
18.8	1.1	4-corners; turn right onto stone road, bearing left with telephone poles on stone road (19.2 m).
21.0	2.2	Right-hand road; turn right with poles.
21.4	0.4	First left-hand road; turn left with poles, passing white church (on left—22.1 m).
22.8	1.4	Right-hand road; turn right, leaving poles, turning left with road (23.3 m), immediately going up hill.
24.8	2.0	Right-hand road; turn right with poles to
25.0	0.2	First left-hand road; turn left with poles.
26.0	1.0	End of road; turn right immediately, going up hill on winding but direct road with telephone poles, jogging right and immediately left with road (27.7 m), passing school-house (on left), church (on right) at Norwood (27.8 m).
27.9	1.9	End of road; turn left with telephone poles.
28.2	0.3	First right-hand road; turn right with telephone poles, going straight ahead up hill (29.4 m).
34.7	6.5	End of road; turn left.
35.0	0.3	End of road; turn right.
35.9	0.9	4-corners (road ahead poor); turn right through Eastport , bearing left at fork immediately beyond poles, follow same through Torch Lake (38.3 m), straight ahead on winding road over rolling country, going through 4-corners at Milton Center (47.2 m), passing concrete block school-house (on left—48.2 m).

Route 437

Traverse City Section

- 48.5 12.6 End of road; turn right with poles, passing Milton town hall (on right—48.6 m); running along shore of lake on fine stone road, jogging right and immediately left with telephone poles (51.8 m), crossing RR. and going under RR., again crossing RR. (52.0 m), turning left with road and passing iron works (on right—52.2 m) over small concrete bridge.
- 52.4 3.9 End of street; turn right onto River St.
- 52.5 0.1 **ELK RAPIDS.**
- 52.6 0.1 Left-hand road; yellow brick school-house on farther left; turn left immediately, passing church (on right).
- 52.7 0.1 4-corners; turn right onto Ottawa St., swinging left with road (53.0 m); fine stone road, crossing RR. (53.4 m).
- 56.4 3.7 Fork; bear right with telephone poles immediately, swinging left with road.
- 62.1 5.7 Right-hand road immediately after passing cemetery (on left); turn right with telephone poles.
- 62.2 0.1 First left-hand road; turn left, passing through **Acme** (62.4 m), running along RR. and crossing same (63.6 m).
- 64.6 2.4 4-corners; turn right with poles, crossing RR. (64.8 m), swinging along shore of lake, avoiding angling road to the left (67.5 m).
- 68.1 3.5 Diagonal 4-corners; turn left immediately, passing Fair Grounds (on left), crossing RR. (69.2 m), same thoro-fare becoming Front St., which follow to center of
- 69.8 1.7 **TRAVERSE CITY**, Union & Front Sts. State Bank on father right.

Park Place Hotel.

Goode Garage.

For diverging routes, see Index map, page 790.

Route 437—Traverse City to Grand Rapids, Mich.— 205.2 m.

Route map, page 790

Reverse route, No. 405

Via Manistee and Muskegon. This is a longer but much better way, due to road conditions and accommodations between these two cities. Good stone road almost all the way with good gravel in spots and some stretches of sand. However, the work being done along this route in the summer of 1910 promises well for the future.

MILEAGES

Total Intermediate

- 0.0 0.0 **TRAVERSE CITY**, Union & Front Sts. State Bank on right. Go south on Front St. over long wooden bridge, crossing RR. (0.1 m).
- 0.8 0.8 4-corners; turn right on W. 14th St.
- 1.1 0.3 4-corners; turn left with heavy telephone line onto Rennie St.—fine macadam road—jogging right and then left with road (1.8 m) and right with road (3.2 m).
- 3.6 2.5 Prominent left-hand road; school-house on left; turn left with main line telephone poles. **Caution** for long, winding upgrade, passing school-house on the left (6.3 m).
- 7.2 3.6 4-corners; turn right with telephone poles.
- 8.0 0.8 3-corners; bear left with poles.
- 8.3 0.3 Prominent angling right-hand road; turn right with poles.

Traverse City Section

Route 437

- 8.9 0.6 End of road; turn left with 2-arm telephone line, passing church and crossing RR. (9.2 m); avoid right-hand road immediately beyond to center of
- 9.4 0.5 **GRAWN.** Follow direct road through, turning left with road (9.6 m), passing church on right (9.8 m) and cemetery on left (10.3 m).
- 12.7 3.3 **MONROE CENTER.** Store and church on left; straight through.
- 15.6 2.9 Right-hand road opposite cemetery; turn right.
- 17.6 2.0 4-corners; turn left.
- 18.6 1.0 4-corners; church on near left; turn right.
- 19.6 1.0 4-corners. Grant town hall on the near right; turn left.
- 21.5 1.9 4-corners; cemetery and church on near left, cemetery on near right; turn right, passing school-house on left (22.5 m).
- 24.4 2.9 4-corners; several mail boxes on near right; turn left.
- 25.4 1.0 End of road; turn right immediately, passing concrete block school-house on left.
- 26.3 0.9 4-corners; turn left with telephone poles.
- 26.9 0.6 Right-hand road; turn right.
- 27.8 0.9 4-corners; turn left.
- 29.3 1.5 4-corners; turn right, picking up telephone line. **Caution** for long hill (29.7 m), passing cemetery on right (30.1 m), turning left and immediately right with road (32.0 m) to center of
- 32.4 3.1 **COPEMISH.** Hotel on far right; turn left, crossing RR. (32.6 m), curving left and immediately right with road (32.7 m). **Caution** for long, winding downgrade (35.6 m) and upgrade (35.9 m). Pass straight through **Yates Corners** (36.4 m). Store on far right; swinging right with road around hill.
- 37.0 4.6 Fork; bear right on winding sandy road, turning left and immediately right with road (39.5 m).
- 39.7 2.7 End of road; turn left, crossing RR. (40.1 m). **Caution** for bad sand hole in dry weather (42.7 m).
- 43.6 3.9 Fork; bear left—right branch leads to **Kaleva**—passing cemetery on right (43.8 m), crossing RR. (44.3 m) and again (44.8 m).
- 46.2 2.6 4-corners; turn left with telephone line, turning right with road (46.7 m), passing school-house on right (47.2 m).
- 49.2 3.0 4-corners; turn left, crossing RR. at **Chief Station** (50.3 m).
- 51.6 2.4 4-corners; turn right.
- 54.5 2.9 4-corners; house on far right; turn left.
- 55.9 1.4 End of road; turn right with main travel.
- 57.9 2.0 End of road; turn left. **Caution** for long hill (59.9 m) and again (60.8 m). Straight ahead, picking up trolley (63.8 m), following same across RR. (64.3 m), passing watch manufacturing company on left (64.6 m), over 2 RRs. (64.9 m).

Route 437

Traverse City Section

- 65.0 7.1 4-corners; turn left with trolley, passing depot on left (65.2 m), same thorofare becoming Cleveland St. Follow same across RR. (65.3 m) and long iron bridge immediately beyond.
- 65.4 0.4 4-corners; turn right onto River St., following same to
- 65.5 0.1 **MANISTEE**, River and Division Sts.
 Brugman Bros., River St.
 American Garage & Motor Co., Spruce & Water Sts., **Stock Michelin Tires.**
 Turn left on Division St., picking up and following trolley with many left-and-right turns out of town. **Caution** for long, winding hill (67.4 m).
- 67.8 2.3 Fork; bear right—trolley leaves to the left—crossing RR. (68.2 m), bearing left with road (71.0 m).
- 72.7 4.9 4-corners; store on far right; school-house on near left; turn left with telephone poles.
- 73.7 1.0 4-corners; red store on near left; turn right with telephone poles (road here is rough in spots). Pass concrete block school-house on left (83.4 m), running onto fine stone road (83.9 m).
- 86.8 13.1 **SCOTTVILLE**, 4-corners. Hotel on near left, store on far left; turn right, passing cemetery on left (88.1 m), crossing RR. (94.0 m); town hall on left (94.8 m), same thorofare becoming Ludington Ave., which follow to center of
- 95.0 8.2 **LUDINGTON**, Ludington Ave. & James St.
 F. M. Hoglund, 235 E. Dowland St., **Stock Michelin Tires.**
 Turn left on James St.
- 95.3 0.3 4-corners; turn left on Dowling St.
- 95.7 0.4 End of road; turn right onto Washington St., crossing RR. (95.8 m).
- 96.0 0.3 Left-hand street (2d St.); turn left.
- 96.2 0.2 4-corners; turn right on Madison St., passing school-house on left (96.3 m).
- 96.4 0.2 4-corners; turn left.
- 97.4 1.0 End of road; turn right. **Caution** for dangerous RR. crossing (97.6 m).
- 99.1 1.7 End of road; turn left, swinging around lake (99.7 m), passing school-house on left (100.4 m), avoiding all cross-roads.
- 106.3 7.2 End of road; turn left.
- 106.5 0.2 First road to the right; turn right, passing school-house on right (107.7 m).
- 109.0 2.5 End of road; turn right.
- 110.7 1.7 Left-hand road; turn left on 9th St.
- 111.2 0.5 Irregular 4-corners; turn left, passing church on right (111.5 m).
- 111.8 0.6 Right-hand road; turn right, following along shore of lake (112.7 m) on winding road, passing school-house on left (115.0 m).
- 115.2 3.4 4-corners; school-house on near right, store on far right; turn right.

- Traverse City Sect.** a road; turn right and immediately left, right through center of **Hart** (119.3 m).
 118.5 3.3 4-corners; turn left across RR. (119.9 m).
 110 0.3 End of road; turn right. **Caution** for rough downgrade (121.8 m), avoiding all cross-roads, jogging right with road (123.7 m) and again left (124.1 m). Bear right through irregular 4-corners (125.5 m), avoiding angling road to the left (126.0 m), crossing RR. (126.5 m).
 128.5 8.5 4-corners; road ahead very poor; turn right.
 129.9 1.4 End of road; turn left, passing school-house and cemetery on left (131.9 m); straight ahead, avoiding all cross-roads.
 135.7 5.8 4-corners; white school-house on near right; turn left.
 136.6 0.9 4-corners; turn right with main travel, jogging left and immediately right (137.6 m).
 141.2 4.6 4-corners; cemetery on far left; turn left.
 142.0 0.8 Fork; bear left with main travel, going downgrade into **Montague** (142.2 m).
 142.8 0.8 End of road; livery stable ahead; turn left, going over RR.
 142.9 0.1 **WHITE HALL**, 4-corners. Hotel on far left; straight through, passing Oakhurst cemetery on left (143.9 m).
 144.3 1.4 Fork; bear right with stone road, crossing RR. (146.4 m).
 147.1 2.8 End of road; turn left.
 147.8 0.7 First right-hand road; turn right.
 148.5 0.7 Left-hand road; turn left.
 150.5 2.0 Irregular 4-corners; brick school-house on far left; turn right.
 152.3 1.8 End of road; turn left immediately, turning right at first road (152.4 m).
 153.9 1.6 End of road; jog left and immediately right, following winding road and crossing RR. (156.7 m).
 156.9 3.0 Right-hand road opposite feed store; turn right, going over long iron bridge, RR. and other bridge (157.2 m), turning right with road (157.8 m) and again left and right (158.1 m), picking up trolley (158.4 m) and crossing RR. (158.7 m).
 158.9 2.0 Right-hand road; turn right with trolley and immediately at end of road turn left with trolley, same thoro-fare becoming Western Ave., which follow to center of
 159.1 0.2 **MUSKEGON**, Western Ave. & Pine St.
 Muskegon Automobile Co., 14 Clay Ave., **Stock Michelin Tires**.
 For diverging routes, see map, page 802.
 Turn left with one branch of trolley onto Pine St., passing town hall on the right (159.4 m).
 159.5 0.4 Left-hand road; turn left, crossing RR. (159.7 m)—school-house and Muskegon County Home on left (161.7 m)—picking up transmission line from the right (161.9 m), following same straight through, avoiding all cross-roads (176.8 m). Where transmission line goes to the

Route 439

Traverse City

- right, go straight ahead,
land (181.8 m); cross RR. (181.8 m) **Traverse City Section**
183.4 23.9 4-corners; turn right upgrade and the right of Row-
184.4 1.0 **KENT CITY**, 4-corners. Hotel on near right,
on far left; turn left. office
186.3 1.9 4-corners; signboard; turn right, crossing RR. (187.9 m),
and again (189.8 m), passing to the left of **Sparta**
(190.2 m).
193.1 6.8 **BALLARD CORNERS**, end of road. Church on near
right; turn left with telephone poles.
194.1 1.0 4-corners; signboard: turn right with one branch of tele-
phone line. Straight ahead with telephone line, crossing
RR. (202.0 m) and two more RRs. (202.1), same thoro-
fare becoming Alpine Ave.
202.9 8.8 4-corners; road-house on near right; turn left, picking
up trolleys onto W. Leonard St.
203.4 0.5 Irregular 4-corners; turn right onto Scribner St.
204.0 0.6 4-corners; turn left onto 6th St., crossing long iron
bridge (204.1 m).
204.2 0.2 4-corners; turn right onto Canal St.
204.9 0.7 Irregular 4-corners; bear left with trolley onto Monroe
St., which follow to center of
205.2 0.3 **GRAND RAPIDS**, Monroe & S. Division Sts. Soldiers'
monument on right.

Hotel Livingston, Monroe & Division Sts.

Hotel Pantlind, Monroe & Canal Sts.

Bronson's Garage, 42 Kent St.

W. D. Vandecar Auto Co., 157 Ottawa St., Stock Michelin Tires.

For city map, see page 760. For diverging routes, see Index map, page 802.

For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 439—Traverse City to Grand Rapids, Mich.— 162.4 m.

Route map, page 790

Reverse route, No. 407

Via Cadillac. This is the shorter way between these two points, but quicker time can probably be made over the longer way via Muskegon. The roads as a whole are fairly good gravel with some short sand stretches. The work being done on this route; however, will mean considerable improvement in the near future.

MILEAGES

Total Intermediate

0.0 0.0 **TRAVERSE CITY**, Union & Front Sts.

From State Bank (on right) go south on Union St., immediately going over long wooden bridge.

0.8 0.8 **14th St.**; turn right onto same.

1.1 0.3 **Rennie St.**; turn left with telephone poles.

1.8 0.7 Right-hand road—road ahead poor; turn right with main travel and poles, swinging sharp left with road (2.1 m) and sharp right with road (3.2 m).

3.6 1.8 Left-hand road—white school-house on near left; turn left with telephone poles, shortly going up long, winding grade.

7.3 3.7 4-corners—road ahead poor; turn right with poles.

8.0 0.7 End of road; turn left with telephone poles.

8.4 0.4 3-corners; bear right with telephone poles.

- 123.5 0.6 End of road; turn left with telephone poles, crossing
123.2 RR. at church (9.3 m), straight through **Grawn** with
poles (9.5 m), passing school-house (on right—9.9 m),
12.0 going up sharp grade (12.1 m) and long, steep grade
(12.4 m), straight through **Monroe Center** (12.8 m) and
up steep grade just beyond.
- 15.8 6.8 4-corners—cemetery on left. Turn right with one set of
telephone poles for **one mile**.
- 16.7 0.9 4-corners; turn left with telephone poles, going straight
ahead on direct road through hilly country, with some
short stretches of bad sand, passing Wexford one mile to
the left (20.6 m), through cross-roads with church and
cemetery (on left—21.6 m). **Caution not to pass**
- 25.0 8.3 Left-hand road; turn left.
- 26.0 1.0 End of road; turn right, shortly running down steep,
dangerous hill across RR. and iron bridge into
- 27.5 1.5 **SHERMAN**. Straight through one mile to
- 28.5 1.0 4 corners—cemetery on far left: turn left—road goes
straight ahead for 14.5 miles. Very hilly country, but
good gravel road.
Avoid angling road to the right (31.1 m), past **Silver
Creek Grange** (on right—38.1 m), across RR. (42.9 m).
- 43.0 14.5 **Manton**—4-corners, church on far left; turn right, im-
mediately passing two yellow brick school-houses (on
left). **Caution not to pass**
- 44.4 1.4 4-corners; turn right with telephone poles.
- 44.8 0.4 Left-hand road immediately before RR. crossing; turn
left with telephone poles, passing red brick school-house
(on left—45.6 m), jogging left and immediately right
(46.2 m), going downgrade (49.1 m), crossing RR. (50.2
m); straight ahead, avoiding all cross-roads, crossing
RR. (53.3 m), same thoroughfare becoming Mitchell St.
- 54.5 9.7 **CADILLAC**, Mitchell & Harris Sts.
Cadillac Auto Co., 324 S. Mitchell St.
Michigan Motor Car Sales Co., 418-20 S. Mitchell St., **Stock
Michelin Tires**.
Straight ahead on Mitchell St., crossing RR. (55.1 m),
going upgrade past cemetery (on left—55.3 m), jogging
right and immediately left with road (57.0 m).
- 57.3 2.8 3-corners; bear left, swinging right with road just be-
yond (57.5 m).
- 58.9 1.6 End of road; turn right and immediately left with road
which winds along **Stony Ledge Lake** (on left).
- 60.5 1.6 End of road ~~saarn~~ left for **one-half mile**.
- 61.0 0.5 Right-hand road & church; turn right for **3 miles**.
- 64.0 2.0 4-corners; turn right for **one mile**.
- 65.0 1.0 Left-hand road; turn left for **one mile**.
- 66.0 1.0 4-corners; meeting main line of telephone poles, turn
right, crossing RR. at **Austin Station** (68.7 m).
- 68.8 2.8 **TUSTIN**—hotel on near right; turn left, passing yellow
brick school-house (on left), crossing RR. (69.0 m).

Route 439

Traverse City S

- 69.8 1.0 4-corners—road ahead poor; turn right. m
- 70.0 0.2 First left-hand road; turn left. w-
- 73.4 3.4 End of road; turn right, picking up main line tele
- 75.3 1.9 4-corners—sawmill on near left; turn left with telephone poles, passing white church (on left—76.7 m), going straight through **Dewings**—Post Office (on left—77.7 m); jog left across RR. and immediately right (79.1 m).
- 79.6 4.3 **ASHTON**. Straight through with telephone poles, passing cemetery (on left—79.9 m), church (on right—81.6 m). **Caution not to pass**
- 85.6 6.0 Right-hand road—school-house on right, road ahead goes down sharp grade; turn right.
- 85.8 0.2 First 4-corners; turn left, bearing right through 5-corners (86.0 m), crossing RR. and iron bridge (86.1 m), crossing 2d RR. (86.4 m) to center of
- 86.5 0.7 **REED CITY**. Straight through two blocks.
- 86.6 0.1 4-corners; turn left with main poles, across RR. (86.8 m).
- 87.0 0.4 End of road; turn right with telephone poles, jogging right and immediately left across RR. (88.4 m).
- 91.0 4.0 End of road; turn left with telephone poles.
- 91.2 0.2 First right-hand road; turn right with one branch of telephone poles, jogging left across RR. and immediately right (92.0 m), turning sharp right with road (92.4 m), crossing RR. (92.6 m), turning sharp left with road (92.7 m), going straight through **Byers** (93.8 m).
- 97.2 6.0 End of road; turn left with telephone poles.
- 97.6 0.4 End of road—toll gate on right (toll 10c); turn right
- 98.8 1.2 End of road; bear right with poles and main travel.
- 99.8 1.0 **BIG RAPIDS**—business center to the left. Straight ahead, going up long, easy grade (100.9 m). **Caution** for very steep, winding hill (106.2 m).
- 106.4 6.6 3-corners; bear left with telephone poles, swinging sharp left with road (107.3 m) and sharp right with road and telephone poles (107.5 m).
- 108.0 1.6 End of road; turn left with telephone poles.
- 109.0 1.0 Right-hand road immediately after crossing RR.; turn right along RR., following telephone poles, immediately passing Heinze Pickle Station (on right).
- 109.4 0.4 **STANWOOD**—station on right; straight through.
- 110.0 0.6 3-corners; bear right, immediately crossing **dangerous RR.**; straight ahead, avoiding all cross-roads, going over RR. (113.0 m).
- 115.5 5.5 End of road; jog right ^{first 4-corn} left, going straight through **Morley**; jog ^{re} immediately right (115.8 m). **Caution not to**
- 116.6 1.1 Right-hand road; turn right, leaving telephone poles.
- 117.6 1.0 4-corners; turn left, picking up telephone poles.
- 121.0 3.4 End of road; turn right with telephone poles.
- 121.2 0.2 First left-hand road; turn left with telephone poles, jogging left across RR. and immediately right (122.2 m).
- 122.8 1.6 Jog left and immediately right across 2 RRs.

Traverse City Section

Route 439

- 123.1 0.3 **HOWARD CITY**—4-corners; turn right one block.
- 123.2 0.1 4-corners—hotel on far left; turn left, crossing RR. and bearing right through irregular 4-corners (123.3 m).
- 126.7 3.5 End of road; turn right with telephone poles.
- 127.2 0.5 First 4-corners; turn left, picking up heavy telephone line.
- 128.6 1.4 4-corners; turn right with telephone line, crossing RR. (129.2 m).
- 129.4 0.8 First 4-corners after crossing RR., turn left.
- 129.6 0.2 **PIERSONS**. End of road—station on left; turn right.
- 129.8 0.2 4-corners; turn left, immediately passing church (on right), crossing RR. (130.3 m).
- 130.6 0.8 End of road; turn right, immediately crossing RR.
- 131.0 0.4 Turn left with telephone poles, going straight through **Sand Lake** (132.2 m).
- 132.3 1.3 End of road—livery stable ahead; turn left across RR.
- 132.5 0.2 End of road; turn right with telephone poles, straight ahead, avoiding all cross-roads, crossing RR. (138.8 m)
Caution not to pass
- 140.3 7.8 4-corners; turn left.
- 140.8 0.5 First 4-corners; turn right.
- 141.8 1.0 End of road; turn right.
- 142.2 0.4 First left-hand road; turn left.
- 143.2 1.0 4-corners—old scales on right; turn right.
- 144.2 1.0 4-corners; turn left, jogging right and immediately left with road (144.6 m), swinging sharp right with road (145.8 m), sharp left with road (155.3 m), same thoro-fare becoming Main St., which follow to center of
- 146.8 2.6 **ROCKFORD**. Straight through to
- 146.9 0.1 **Bridge St.**; turn left.
- 147.1 0.2 4-corners—white church on near right; turn right, going up sharp grade and down just beyond (147.6 m).
- 148.9 1.8 4-corners; turn right.
- 149.6 0.7 Irregular 4-corners; turn left, passing school-house.
- 150.1 0.5 End of road; turn right, swinging sharp left with road.
- 151.8 1.7 4-corners—Grand River Clubhouse on near right; turn right around same; cross RR. (154.2 m).
- 157.4 5.6 Left-hand road immediately before second RR. crossing; turn left, crossing RR. and picking up trolleys (157.5 m), passing Fair Grounds (on left—157.8 m), swinging left across long iron bridge (158.2 m) swinging sharp right with road (158.3 m), picking up brick pavement (160.2 m), going under 2 RRs. (160.5 m)—trolley comes in from the left (161.0 m); jog left and immediately right (161.1 m), same thoro-fare becoming No. Ottawa St., passing Court House (on right—162.0 m).
- 162.3 4.9 **Monroe St.**; turn left to center of
- 162.4 0.1 **GRAND RAPIDS**, Monroe and Division Sts.

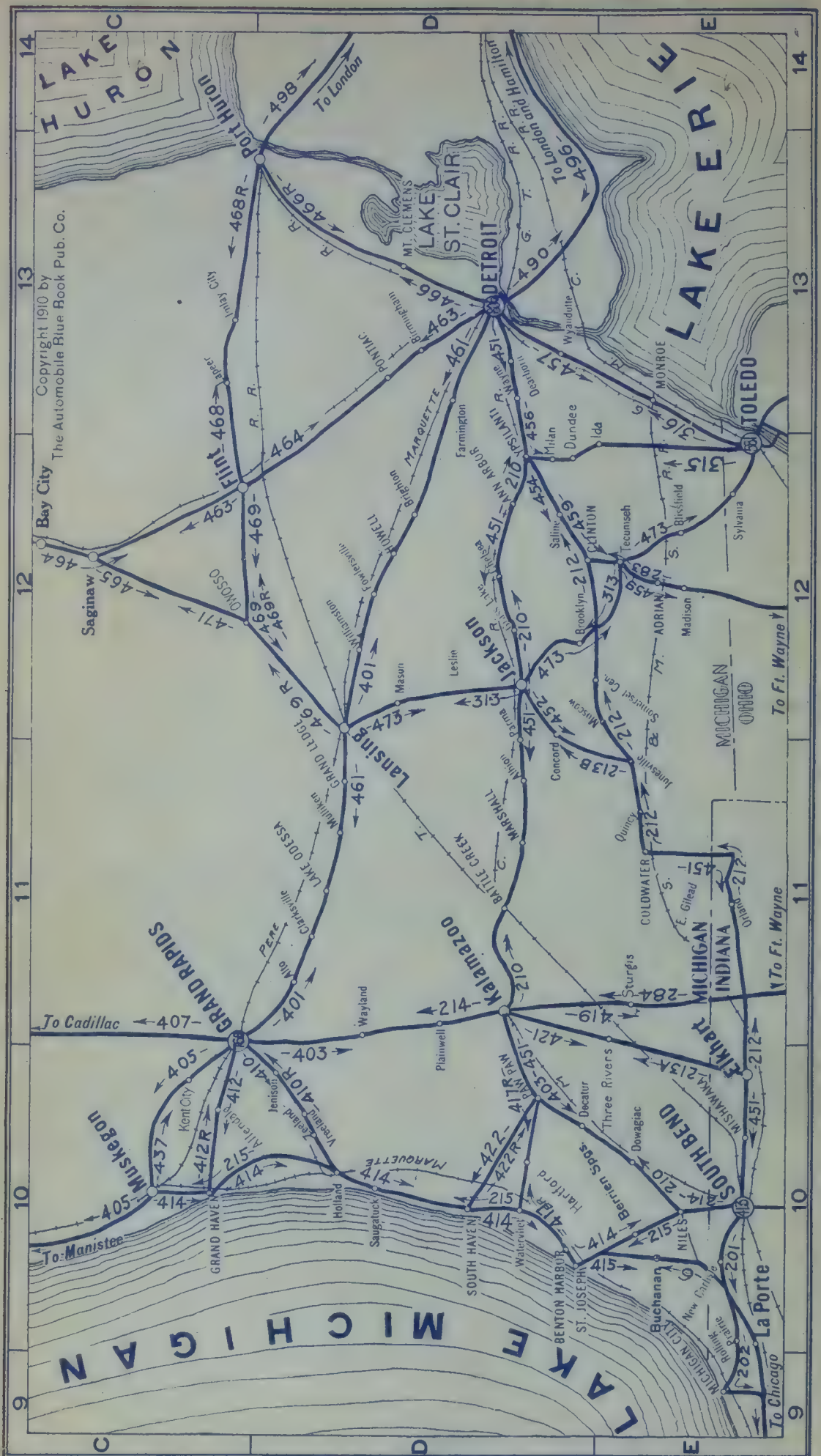
Hotel Livingston, Monroe & Division Sts.

Hotel Pantlind, Monroe & Canal Sts.

Brenson's Garage, 42 Kent St.

W. D. Vandecar Auto Co., 157 Ottawa St., Stock Michelin Tires.

For city map, see page 760. For diverging routes, see Index map, page 802.



DETROIT SECTION

ROUTES 151 TO 500.

Route Center—The immense square in the center of the city officially known as Campus Martius, has been taken as the starting point for all routes out of Detroit. The principal streets meeting at this point are Woodward Ave. and Michigan Ave., the latter running due east and west and the former a little west of north. Strangers usually find themselves quite a bit confused in this city, and we suggest that frequent reference to the city map be made.

Points of Interest—Detroit is not only the first city in Michigan, but in point of the number of automobile factories here, the first in the world. The number of these concerns are so extensive that space will not allow us to enumerate them, but full information as to location, etc., may easily be obtained at the hotel. The site of the present city was first visited by LaSalle in 1670 and in 1701 Sieur de la Motte Cadillac founded Fort Pontchartrain, which successively came into control of the British and later the United States. Some idea of the growth of the city largely due to the automobile industry can be conceived when it is understood that in 1905 the population was little over 317,000 and the latest census gives the population as over 465,000.

Woodward Ave., running northwest from the river, dividing the city into two practically equal parts, is the main business thoroughfare and until recently also the finest residence street after leaving the business portion, but the last few years the finer homes have been erected on Jefferson Ave., as far out as the Country Club, about 9 miles from the city. A ride out over this boulevard is well worth while. A system of boulevards has also been completed, not only on the main thoroughfares, but there are two known as the inner and outer boulevards in the shape of a semi-circle, starting and ending at the Detroit River. In addition to these the city maintains one of the most beautiful parks to be found anywhere on Belle Isle, reached either by ferry or bridge. Every facility is to be found here for enjoying canoeing, sailing, etc. In addition there is a geological collection, a large aquarium, Agricultural Building and Casino. So far as possible the natural



GILLESPIE AUTOSALES CO.

ALL MAKES MOTOR CARS ALL MAKES

Most Complete Garage in Detroit

REPAIRS Prompt Service Day or Night STORAGE

Woodward and
Palmer Ave.

DETROIT

Both
Phones



The Completed Building

**Woodward Avenue
and
Cadillac Square
Detroit, Michigan**

—
**European Plan
Exclusively**
—

**Prices Reasonable
Service First-Class**

Hotel Pontchartrain

This magnificent, fire-proof hotel was opened late in October, 1907, and has already undergone reconstruction, five stories having been added, one entire floor of it is devoted to Convention Hall, Banquet Room, Ball Room, Lounging Rooms and Private Dining Rooms. It is now one of the most complete and attractive hotels in the country.

Located in the center of the city it is therefore the gathering place of all local, business and professional men of visiting organizations, regardless of headquarters. All street cars from every depot and steam-boat landing stop in front of the Woodward Avenue entrance. The Automobile Blue Book Routes start from the Cadillac Square entrance.

**GEORGE H. WOOLLEY
W. J. CHITTENDEN, Jr.**

} **Managers**

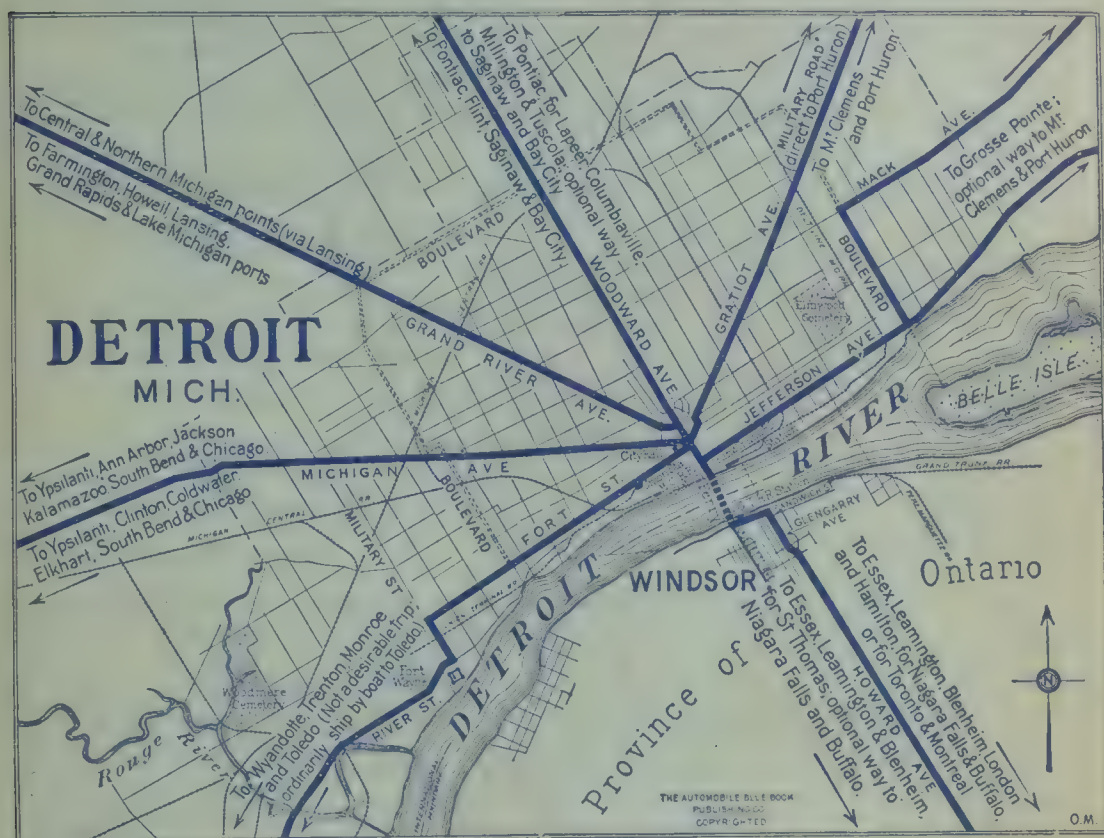
Detroit Section

Route 451

features in the way of trees and shrubbery have been kept intact, making it particularly attractive during the summer months.

Among the more important buildings, etc., are the City Hall, at the junction of Michigan and Woodward Aves.; the Soldiers' Monument by Randolph Rogers; Public Library, just off the Campus Martius on Gratiot Ave.; County Building on Cadillac Square; Museum of Art at Jefferson and Hastings Sts., the chief contents of which are the Scripps Collection of Old Masters and the Stearns Collection of Japanese, Chinese and East Indian Curiosities.

In addition to the large automobile interests mentioned above, Detroit claims the largest plant devoted exclusively to the manufacture of drugs—Parke, Davis & Co.; it also has a large stove works and huge Soda Ash plants, notably the Solvay Process Co.; and numerous industries devoted to steel and iron products.



Route 451—Detroit, Mich., to South Bend, Ind.—208.5 m.

Route map, page 807

Reverse route, No. 210

Via Jackson, Battle Creek, Kalamazoo and Niles. Over variable roads, mostly of a gravelly nature with a little sand, generally quite good.

Although this is longer than the more direct route via Coldwater and Elkhart, it is to be preferred, except for those desiring to make a particularly fast trip between these two points, as accommodations and roads this way are much better.

MILEAGES Total Intermediate

0.0 0.0 **DETROIT**, Michigan & Woodward Aves.

From Soldiers' monument (on left) go due west on Michigan Ave., with trolley, going under RR. (2.6 m) and again (2.8 m), crossing RR. (3.5 m), jogging left and immediately right with road, crossing RR. (6.0 m), straight ahead with trolley through **Dearborn** (10.1 m), crossing RR. (15.0 m).

17.1 17.1 Right-hand branch road; turn right with trolley, following same straight through **Wayne** (17.3 m) under RR. (18.0 m), swinging right and immediately left with road (19.1 m); avoid road to the right (22.0 m), crossing trolley (25.2 m).



Hotel Whitney

European Plan

Leading Hotel in
Ann Arbor, Mich.

T. C. CAPEN, Proprietor

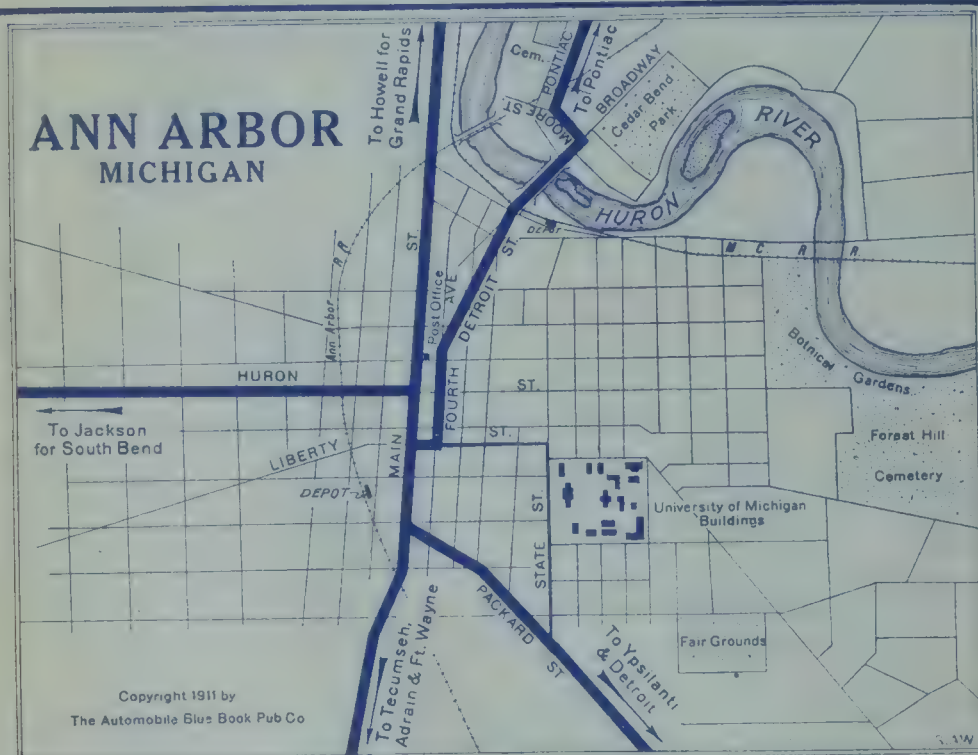


THE HARTMAN GARAGE CO. (Inc.)

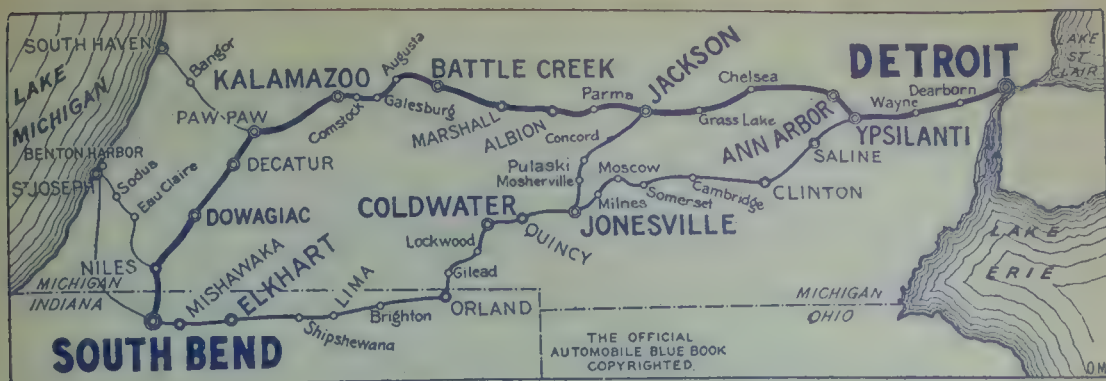
329 South Main St.

ANN ARBOR, MICH.

The Official Garage
Full Line Supplies
Skilled Mechanics



- 28.6 11.5 End of road; jog left over RR. and immediately right across RR. (29.0 m), over iron bridge and up slight grade (29.3 m) to center of
- 29.5 0.9 **YPSILANTI**, Washington & Congress Sts.
Hawkins House, Congress St. Dolson's Garage, Congress St.
Turn right with branch trolley on Washington St.
- 29.8 0.3 4-corners; church on near right, fire station on far right, school-house on far left; turn left with trolley onto Cross



St., avoiding road to the left (30.4 m) by keeping with trolley, crossing RR. (32.4 m).

- 37.7 7.9 **Main St.**; turn right with trolley, follow same to center of
37.9 0.2 **ANN ARBOR**, Main & Huron Sts. Court House on right.

Hotel Whitney, Opposite Court House.

Hartman Garage, 330 N. Main St.

Turn left with trolley onto Huron St., avoiding road to the right (38.8 m) by keeping with trolley; follow same through **Lima Center** (48.5 m). Trolley leaves to the right (51.0 m).

- 51.8 13.9 Right-hand branch road; signboard; turn right with one set of telephone poles, swinging left across RR. (52.4 m).

- 52.6 0.8 **CHELSEA**, 4-corners. Bank on near left. Turn left.

- 53.2 0.6 Right-hand road (private road ahead); turn right with telephone poles, crossing RR. and swinging left with road (53.4 m). Avoid angling road to the right (54.5 m).
Caution for dangerous jog across RR. and trolley (55.0 m).

- 55.3 2.1 End of road; turn left, leaving trolley and RR.

- 55.9 0.6 First right-hand road; turn right on winding road.

- 56.2 0.3 End of road; turn right, crossing trolley (63.4 m), going straight through **Grass Lake** (63.8 m), crossing RR. (65.9 m), jogging right and immediately left across RR. (66.6 m), crossing RR. (72.4 m) and again (73.7 m).

- 73.9 17.7 **JACKSON**, Main & Frances Sts.

Temple Garage, Cortland St.

Byrne Garage Co., 103 W. Pearl St.

For city map, see page 446. For diverging routes, see **Index map**, page 802.

Straight ahead with trolley. **Caution not to pass**

- 74.4 0.5 Fork; soldiers' monument in center; bear right onto **Wildwood Ave.** (trolley keeps left), straight ahead on brick pavement, crossing RR. (75.6 m). **Caution** for dangerous jog across RR. and trolley tracks (77.1 m), straight ahead, with trolley, through **Parma** (84.1 m), crossing RR. where trolley leaves to the left (84.2 m).

- 88.5 14.1 Fork; bear left with telephone poles.

- 91.3 2.8 Fork; school-house in center; bear right to edge of

- 92.1 0.8 **ALBION**.

Hotel Albion. Albion Garage, Stock Michelin Tires.

Business center to left, RR. crossing straight ahead.

Turn right for one long block.

- 92.3 0.2 First left-hand road; turn left, picking up trolleys from

Palmer & Lawrence GARAGE

40—50 North Jefferson Ave.
BATTLE CREEK, MICH.

One of the Most Modern Garages in Construction and Equipment
between Detroit and Chicago

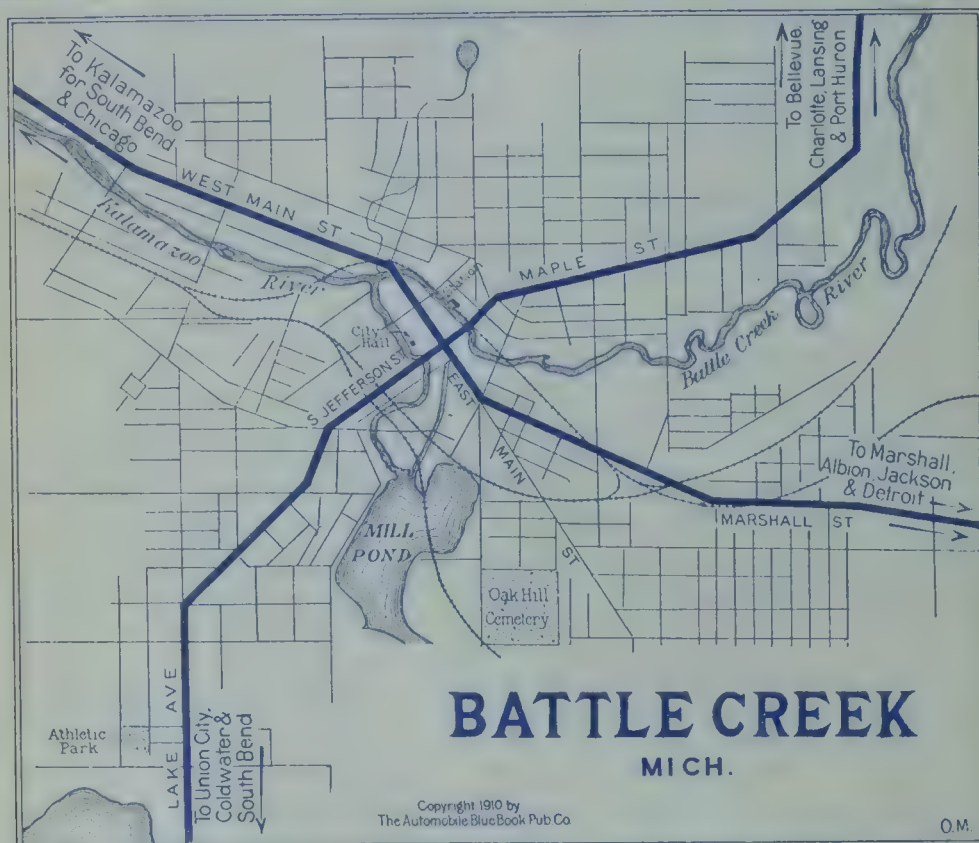
Bell Phone 141J

AMERICAN MOTOR COMPANY

Automobile sales agents Western Michigan.
Experts and garage in connection.

99-101 West Main Street

BATTLE CREEK, MICH.



- the left (92.5 m). Trolleys leave to the right (94.2 m), cross RR. (94.3 m) and again (97.9 m).
- | | | |
|-------|------|--|
| 102.5 | 10.2 | End of road; turn right. |
| 102.7 | 0.2 | First 4-corners; turn left. |
| 102.8 | 0.1 | End of road: turn right across concrete bridge. |
| 103.0 | 0.2 | Fork; bear left into Exchange St. |
| 103.2 | 0.2 | State St. ; turn left, following trolley to center of |
| 103.4 | 0.2 | MARSHALL. Straight ahead on State St., with trolley, passing around park (103.7 m). |
| 105.5 | 2.1 | Fork; bear left, leaving trolley, swinging right with road (107.6 m). Caution not to pass |



EDGEWATER CLUB, ST. JOSEPH, MICHIGAN

Touring parties are extended the privileges of the Club, with its ideal facilities for surf bathing, fishing, sailing, tennis and golf.

Delightful sleeping rooms—excellent cafe.

OUR OWN FIREPROOF GARAGE FOR 100 CARS.

Open Nights

Phone 2162

SHAW GARAGE

GEORGE D. SHAW, Proprietor

KALAMAZOO, MICH.

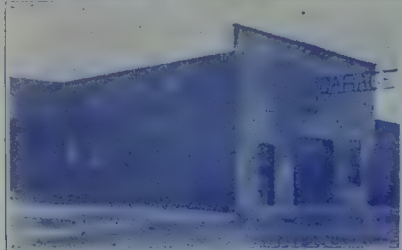
310 N. Burdick Street

Storage, Repairing, Livery

Handy to Hotels

- 107.7 2.2 Left-hand road; turn left, crossing RR. (108.4 m), going straight through **Cresco Station** (108.6 m).
- 108.7 1.0 End of road; turn right, crossing dangerous RR. (108.9 m).
- 109.7 1.0 End of road; turn left, picking up trolley, which leaves immediately beyond to the right. Cross RR. (113.9 m), swinging right and immediately left across RR. at Postum Cereal Buildings, picking up trolley (115.2 m); follow same straight ahead across RRs. (115.5 m & 115.8 m).
- 116.2 6.5 5-corners; bear right with trolley into Main St., which follow to center of
- 116.4 0.2 **BATTLE CREEK**, Main & Jefferson Sts.
 - American Motor Co., W. Main St.
 - Palmer & Lawrence, 40 Jefferson St., **Stock Michelin Tires**.

Straight through on Main St., with trolley, crossing dangerous RR. (116.8 m), straight ahead with trolley, swinging left with road and trolley (123.1 m), crossing RR. at **Gull Lake Jct.** (125.9 m), jog left across trolley and immediately right (126.1 m).
- 126.3 9.9 Left-hand road immediately after jogging across trolley; turn left.
- 126.4 0.1 End of road; turn right, picking up trolley.
- 127.2 0.8 Fork; bear left with trolley, jogging left across RR. and immediately right (131.0 m).
- 131.2 4.0 **GALESBURG**, diagonal 4-corners. Bear right with trolley; trolley leaves to the left (136.0 m), jog right and immediately left across RR. (136.5 m). Trolley comes

**F. J. BYERS**

STORAGE - SUPPLIES—MACHINE WORK
315 S. Front St.

DOWAGIAC'S LEADING GARAGE
TOURISTS' HEADQUARTERS

- in from the right (138.0 m), same thorofare becoming Lincoln Ave.
- 138.8 7.6 **East Ave.**; turn left with trolley, crossing RR. (138.9 m).
- 139.3 0.5 Left-hand street; turn left into Main St., immediately crossing RR., crossing RR. again (139.5 m), following straight ahead with trolley to center of
- 139.8 0.5 **KALAMAZOO**, Main & Rose Sts. Court House on left.
The American Hotel, E. Main St.
Harlow Garage, 425 E. Main St.
Kalamazoo Motor Co., 116 W. Water St.
Shaw's Garage, 310 N. Burdick.
For city map, see page 442. For diverging routes, see **Index map**, page 802.
- Straight ahead on Main St., with trolley, crossing RR. (140.3 m); brick ends (140.7 m), trolley ends (141.0 m); straight ahead on good gravel.
- 146.4 6.6 Left-hand road at blacksmith shop; turn left immediately, swinging right with road.
- 148.6 2.2 Left-hand road at church and cemetery; turn left, immediately swinging right with road, straight ahead on direct road through **Almena** (152.4 m).
- 154.5 5.9 End of road; turn left.
- 156.5 2.0 4-corners; white school-house on near right; turn right, bearing right through irregular 4-corners; red brick school-house on left (157.8 m), straight ahead.
- 158.0 1.5 **PAW PAW**. Bank on far right.
For diverging routes, see **Index map**, page 802.
Straight through, passing lake (on right—158.3 m).
- 158.6 0.6 First left-hand road after passing lake; watering trough on right; turn left, curving sharp right (158.9 m), cross RR., continue on direct but winding road.
- 163.2 4.6 4-corners; school on right; turn left, passing lake (on right), keeping straight ahead across lowlands.
- 168.2 5.0 **DECATUR**. Straight through on same thorofare, curving right (169.3 m), passing lake (on right—172.6 m).
- 173.2 5.0 4-corners; frame house on farther right; turn left.
- 173.7 0.5 Turn right 1 mile.
- 174.7 1.0 Turn left, passing row of trees in center of road.
- 175.4 0.7 Fine large frame house (on right); turn right.
- 176.1 0.7 End of road; turn left over stone culvert, keeping straight ahead, same thorofare becoming Front St., which follow past park (on left).
- 183.2 7.1 **DOWAGIAC**. Monument ahead on left.
Byers' Garage, 315 S. Front St.
Turn right on Main St. (wide street with grass plots), pass brick school (on right—183.5 m).

The Niles Garage, NILES, MICHIGAN

J. G. HATCH, Proprietor

Storage :: Supplies :: Repairs

Machine shop in connection. Emergency car always ready. If in trouble phone 505

- 183.7 0.5 Bear left on Spruce St.; straight through diagonal 4-corners (184.0 m), follow direct but winding road.
- 189.7 6.0 **POKAGON STATION.** Avoid RR. crossing by turning right, passing between 2 churches (191.1 m) to 4-corners
- 191.3 1.6 **SUMNERVILLE.** Turn left, follow main travel on winding road, avoiding right-hand fork (193.4 m), passing pumping station (on right—195.0 m), running up short grade (195.3 m), pass iron tower (on right—St. Joseph River on left), cross bridge over RR. (197.1 m), keeping right downgrade off same 1 block to
- 197.2 5.9 **Fourth St.;** turn left on asphalt pavement direct to Main St. in
- 197.6 0.4 **NILES, MICH.,** Main & 4th Sts.

Hatch's Garage, Second St.

John H. Forler, 202 N. Front St., Stock Michelin Tires.

See Note a for connection to South Bend-Chicago routes for through trips.

Keep straight ahead on 4th St.

- 197.9 0.3 **Green St.** Brick house on right; turn right.
- 198.0 0.1 End of street; river straight ahead; turn left, avoiding right-hand fork immediately beyond, keeping ahead on 3rd St. **Caution** for 2 dangerous RR. crossings (198.9 m), through all cross-roads.
- 202.4 4.4 End of road; turn sharp left across RR. and trolley (this road is the interstate line).
- 202.6 0.2 Turn right, going straight ahead across RR. (206.2 m), passing Notre Dame University Buildings (on left), running down slight grade under RR. (207.4 m).
- 207.5 4.9 End of road; turn right 1 block and then left, following trolleys across long iron bridge over St. Joseph River on Michigan St., which follow straight ahead.
- 208.4 0.9 **Washington St.;** turn right 1 block to Court House.
- 208.5 0.1 **SOUTH BEND,** Main & Washington Sts.

The Oliver, Main & Washington Sts.

Studebaker Garage, 226 S. Lafayette St.

20th Century Motor Car & Supply Co., 121 S. Lafayette St., Stock Michelin Tires.

Milton G. Smith Garage Co., 333 S. Main St., Stock Michelin Tires.

For city map, see page 413. For diverging routes, see Index map, page 411.

For through connections see Graphic Trunk-line Chart, inside front cover.

Note a—Direct connections from Niles to South Bend-Chicago routes for through trips. From corner of Main and Fourth Sts. at Niles, turn right on Main St., through center of town, crossing RR. and long iron bridge to end of street (0.6 m), turn left—prominent diagonal cross-street (1.0 m) bear right meeting telephone line, passing cemetery (on right). At fork (2.3 m) bear left with poles going straight ahead on direct road, avoiding left-hand road (9.6 m), cross RR. (12.2 m) running under RR. and over trolley at Hudson Lake (17.3 m), straight ahead to end of road (19.1 m). Turn left past school and immediately turn right into South Bend-Chicago Route, and at fork (19.5 m) follow either Route No. 201 via La Porte or Route No. 203 via Michigan City,

Route 452—Jackson to Jonesville, Mich.

Route map, page 802

Reverse route, No. 211

Meeting the Detroit-Coldwater-Lima-Elkhart-South Bend route at Jonesville, making an additional line between Jackson and South Bend.

MILEAGES

Total Intermediate

(For this and optional exits, see Jackson city map, page 446.)

0.0 0.0 **JACKSON**, Main & Francis Sts.

Start nearly west on Main St., straight out to left-hand street just after passing Soldiers' Monument (on right—5-10 m); turn left with trolley into 1st St., leaving car-tracks 3-10 mile beyond (8-10 m) by turning right on W. Franklin St. (no sign, grocery on corner at the turn). Continue out Franklin St., curving left (1.5 m) to fork or left-hand road (4.5 m—farmhouse and windmill on right); turn left, turning right at end of road (5 m), straight ahead through prominent 4-corners (6 m).

At wood church in fork (6.6 m), take the left-hand road, through hamlet of **Spring Arbor** (8.8 m); pass small lake (on left), turning left (13.8 m) over iron bridge (13.9 m) and across RR. track into village of **Concord** (14 m). Go through, crossing RR. (dangerous grade—18.1 m), through **Pulaski** (18.3 m) to fork (21.3 m); curve right, turning sharp left (bad corner—21.7 m) to left-hand road at hamlet of **Mosherville** (country store on left—22.4 m).

Turn left, turning right at cemetery (22.6 m), curving sharp left (22.7 m) to 4-corners (23 m); turn right on the best road, crossing short wood bridge (23.2 m) and RR. (grade—26.4 m). 1.2-mile beyond (27.6 m), turn right into the road from Detroit (via Clinton), and follow same down long steady grade to center of

28.3 28.3 **JONESVILLE**, park on right.

Here connect with the Detroit-South Bend route, page 813.

Route 454—Detroit, Mich., to South Bend, Ind.—191.3 m.

Route map, page 807

Reverse route, No. 212

This is what is known as a short line route via Jonesville, Coldwater and Elkhart. Practically a full alternate to the more traveled and better route through Battle Creek and Kalamazoo. Over mostly fairly good roads with some stretches of pretty bad sand.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 805.)

0.0 0.0 **DETROIT**, Woodward & Michigan Aves.

From Soldiers' Monument (on left) go due west on Michigan Ave., with trolley, going under RR. (2.6 m) and again (2.8 m), crossing RR. (3.5 m), jogging left and immediately right with road, crossing RR. (6.0 m),

40

THE unbreakable shaft of the Warner Auto-Meter is made from high carbon spring steel wires wound by patented process into an oil-tight case of wondrous strength which cannot be broken by any force which would not wreck the car. It is the only flexible speed indicator shaft which will "Stand the racket."

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

- straight ahead with trolley, through **Dearborn** (10.1 m), crossing RR. (15.0 m).
- 17.1 17.1 Right-hand branch road; turn right with trolley, following same straight through **Wayne** (17.3 m) under RR. (18.0 m), swinging right and immediately left with road (19.1 m). Avoid road to the right (22.0 m), crossing trolley (25.2 m).
- 28.6 11.5 End of road; jog left over RR. and immediately right across RR. (29.0 m), over iron bridge and up slight grade (29.3 m) to center of
- 29.5 0.9 **YPSILANTI**, Congress & Washington Sts.
 Hawkins House, Congress St.
 Dolson's Garage, Congress St.
 Straight ahead on Congress St., keeping left with trolleys (29.7 m) on Chicago Ave., following same straight ahead across RR. (36.0 m), through **Saline** (39.5 m), descending long, winding grade out of town. Where trolley ends (29.8 m—1910), keep straight ahead, passing old mill (on left—40.0 m).
- 40.2 10.7 Fork; bear left, keeping right off small iron bridge (45.0 m).
- 48.1 7.9 3-corners; bear right, straight into Chicago St., to center of
- 51.3 3.2 **CLINTON**, business center.
 Route No. 459 to Ft. Wayne, leaves at this point.
 Keep straight ahead on Chicago St., past concrete watering trough, crossing RR. (51.4 m), passing pond (on left—56.7 m).
- 56.9 5.6 Fork; bear left past lake (on left—58.8 m).
- 59.3 2.4 3-corners; keep left, avoiding left-hand road (59.5 m), follow winding but direct road. **Caution** for sharp right turn (61.0 m), passing numerous small lakes on both sides of road, through 4-corners at **Cambridge Jct.** (64.5 m), follow main travel on direct road under RR. (70.1 m), through **Somerset** (72.5 m), crossing RR. (74.3 m), running upgrade into
- 74.4 15.1 **SOMERSET JCT.** Keep straight ahead to
- 75.8 1.4 Fork; bear left down steep grade, avoiding left-hand road (77.0 m), continuing downgrade into
- 79.3 3.5 **MOSCOW**. Straight through, crossing RR. at station (79.4 m).
- 81.2 1.9 Fork; cemetery on left; bear left, straight through **Milne Corners** (84.3 m), straight through **Jonesville** (88.4 m), crossing RRs. (88.6 m & 88.9 m), passing through **Allen** (94.0 m), and **Quincy** (99.9 m), crossing RRs. (100.4 m, 100.8 m & 100.9 m), avoiding all intersecting roads, straight ahead with telephone poles.
- 106.1 24.9 **COLDWATER**, Chicago & Clay Sts.
 Reed & Johnson, 109 W. Chicago St., **Stock Michelin Tires**.
 Turn left onto Clay St., crossing RR. (106.4 m), straight through **Kinderhook** (115.7 m), avoiding left-hand branch road immediately after passing pond (on left—118.0 m).

Elkhart Garage Company

200 N. Main St., ELKHART, IND.

The Best Repair Shop in Northern Indiana. All Work Guaranteed. Home Phone 1340



- | | | |
|-------|------|---|
| 119.9 | 13.8 | 4-corners; red brick school-house on far right; turn right, passing through Orland (129.7 m). Caution not to pass |
| 130.5 | 10.6 | Left-hand road; turn left, swinging right with road (130.8 m), passing white school-house (on right—132.2 m), straight through Breaton (137.0 m). |
| 139.3 | 8.8 | End of road; jog left and immediately right past school-house, crossing RR. (142.5 m). |
| 142.6 | 3.3 | 4-corners; turn right. |
| 142.7 | 0.1 | LIMA , 4-corners. Turn left. |
| 143.0 | 0.3 | 4-corners; turn left. |
| 146.2 | 3.2 | Right-hand road; turn right, passing school-house (on left—148.6 m), crossing RR. (149.1 m). |
| 150.7 | 4.5 | Right-hand road; turn right, crossing trolley (151.2 m). |
| 151.6 | 0.9 | Left-hand road; turn left, passing red brick school-house |
| 152.5 | 0.9 | Left-hand road at large tree; turn left, swinging right with road (152.7 m). |
| 154.0 | 1.5 | End of road; jog left across trolley and immediately right, straight through Shipshewana (155.3 m), passing cemetery (on right) and one (on left—161.2 m), straight through Middlebury (161.6 m). |
| 161.7 | 7.7 | First left-hand road; turn left, crossing RR. (161.8 m), straight ahead on winding road, passing red brick |

- school-house (on right—163.6 m), jogging left and immediately right (165.2 m).
- 173.9 12.2 End of road; bear right into Goshen Ave.
- 174.2 0.3 Irregular 4-corners; turn left into Middlebury Ave., picking up trolley, follow same across RRs. (174.9 m & 175.2 m), straight ahead with trolley onto S. Main St.
- 175.4 1.2 **ELKHART**, Main & Harrison Sts.
Elkhart Garage Co., 200 N. Main St.
Elkhart Steam Vulc. Co., 102 Main St., Stock Michelin Tires.
Turn left on Harrison St. to end at
- 176.3 0.9 **Franklin St.**; bear left, meeting trolley, which follow to
- 176.8 0.5 **Indiana Ave.**; turn left, leaving trolley line.
- 177.2 0.4 Left-hand road; RR. viaduct over to the left; turn left, crossing trolley (177.5 m), running under RR. viaducts (177.6 m).
- 178.4 1.2 4-corners; turn right and go straight ahead.
- 181.8 3.4 End of road; turn right across 2 RRs. and trolley and immediately left through **Osceola** (181.9 m), following trolleys out of town, keeping straight ahead where same leaves to the left (182.4 m), meeting same again (186.3 m), follow on 2nd St. to center of
- 187.3 5.5 **MISHAWAKA**, Main & 2nd Sts.
Star Garage, 216 S. Main St., Stock Michelin Tires.
Keep straight ahead on 2nd St., following trolley along St. Joseph River, same thoro-fare becoming Vistula Ave., which follow across RR. (190.9 m), bearing left into Washington St., with trolleys (191.2 m), straight ahead to Court House, center of
- 191.3 4.0 **SOUTH BEND**, Main & Washington Sts.
20th Century Motor Car & Supply Co., 121 S. Lafayette St., Stock Michelin Tires.
The Oliver, Main & Washington Sts.
Studebaker Garage, 226 S. Lafayette St.
Milton G. Smith Garage Co., 333 S. Main St., Stock Michelin Tires.
For city map, see page 413. For diverging routes, see Index map, page 557.
For through connections see Graphic Trunk-line Chart, inside front cover.

Route 456—Detroit, Mich., to Toledo, Ohio—76.3 m.
Route map, page 802 Reverse route, No. 315

Via Ypsilanti. This is a longer way between these two cities but is to be preferred to the direct route through Monroe, especially in wet weather. For the most part it is a hard gravel or stone road with short stretches of sand between Milan, Dundee and Ida.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 805.)
0.0 0.0 **DETROIT**, Woodward & Michigan Aves.

From Soldiers' Monument (on left) go east on Michigan Ave., immediately passing Court House (on left), following trolley under RRs. (2.6 m), (2.8 m), crossing RR. 3.5 m), jogging left and right, still with trolley (4.7 m), crossing RR. (6.0 m); straight through with trolley to **Dearborn** (10.1 m), crossing RR. (15.0 m).

17.1 17.1 Right-hand branch road; bear right with trolley, crossing same at **Wayne** (17.3 m), running under RR. (18.0 m), swinging right and left with road (19.0 m), going through **Canton** (22.6 m), follow trolley.

Route 456**Detroit Section**

- 28.6 11.5 End of road; jog left away from trolley, going under RR. and immediately right. Trolley comes in from the right just beyond. Cross RR (29.0 m) and iron bridge (29.3 m), running upgrade. **Caution not to pass Huron St. just before center of city.**
- 29.4 0.8 **YPSILANTI**, Congress & Huron Sts.
Hawkins House, Congress St. Dolsen's Garage, Congress St.
Turn left on Huron St. around hotel, picking up 4-arm telephone line.
- 31.5 2.1 3-corners; red brick house in center; bear right.
- 32.0 0.5 Right-hand branch road; bear right with telephone poles.
- 36.0 4.0 **STONYCREEK**; creamery on left. Bear right with poles.
- 37.6 1.6 4-corners; turn left.
- 40.9 3.3 4-corners immediately before RR. crossing; turn right.
- 41.3 0.4 **MILAN**, 4-corners. Turn left immediately, crossing iron bridge and 2 RRs. at **Milan Station** (41.9 m).
- 44.7 3.4 End of road; school on left; turn left for $\frac{1}{2}$ mile.
- 45.2 0.5 4-corners; turn right, avoiding road to the left leading to **Azalia** (46.2 m). Jog right and immediately left (47.6 m) and again (48.3 m).
- 48.5 3.3 End of road; bear right (swinging left with road (48.7 m), crossing RR. (49.8 m).
- 50.2 1.7 End of road; turn left.
- 50.9 0.7 **DUNDEE**. Hotel on farther right. Turn right.
- 51.0 0.1 Fork immediately after crossing bridge; bear left, crossing RR. (51.6 m). Road sandy in spots through here.
- 54.2 3.2 4-corners; turn right.
- 55.8 1.6 End of road; turn left.
- 56.9 1.1 End of road; turn right, swinging left with road (57.4 m), crossing RR. at **Ida Station** (58.1 m), again crossing RRs. (66.0 m & 71.6 m).
- 72.5 15.6 **Sylvania Ave.**; turn right for 100 feet then turning sharp left with trolley onto **Phillips Ave.**, crossing 2 RRs. (73.0 m).
- 73.2 0.7 **Detroit Ave.**, end of street; turn right with trolley.
- 73.4 0.2 **Collingswood Ave.**; turn left, with trolley.
- 73.5 0.1 5-corners; bear left with trolley onto **Cherry St.**
- 75.9 2.4 **Superior St.**; turn right, to center of
- 76.3 0.4 **TOLEDO**, Superior St. & Madison Ave.

Hotel Secor, Superior & Jefferson Sts.

United Garage Co., 915 Jefferson St.

The Standard Garage Co., 233 Ontario St., **Stock Michelin Tires.**

Maplewood Garage, 2651 Monroe St., **Stock Michelin Tires.**

For city map, see page 581. For diverging routes, see **Index map**, page 579.

For through connections see **Graphic Trunk-line Chart**, inside front cover.

READ CAREFULLY the article printed on front of Trunk Line Chart, **How to Use the Blue Book.** Great improvements have been made in this edition, and an understanding of the general arrangement of routes and the indexing by maps is essential to the proper use of the Guide.

Route 457—Detroit, Mich., to Toledo, Ohio—59.2 m.

Route map, page 802

Reverse route, No. 316

Via Monroe. This is the short line between these two cities but should never be attempted in wet weather. In fact, it is not good even under the best weather conditions, and the previous route is strongly recommended.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 805.)

0.0 0.0 **DETROIT**, Fort St. & Woodward Ave.

From Soldiers' Monument go southwest on Fort St., crossing RR. (1.1 m).

3.2 3.2 **Military Ave.**; turn left, leaving trolleys, crossing RR. (3.4 m).

3.6 0.4 End of road; Fort Wayne Barracks straight ahead; turn right, picking up trolleys, crossing RR. (4.3 m & 4.7 m), swinging sharp left with road across draw bridge (6.0 m), swinging sharp right with road across RR. (6.1 m); straight through **Ford City** (10.6 m), **Wyandotte** (11.5 m), across RR. (15.0 m).

16.0 12.4 **TRENTON**. Straight through with trolleys. **Caution not to pass**

16.1 0.1 4-corners; turn right where trolleys go straight ahead.

16.3 0.2 4-corners immediately before RR. crossing; car barns on near left; turn left. Telephone poles come in from left (16.4 m). Follow same straight ahead, crossing RR. (17.2 m), passing Cannon (on left—19.8 m).

23.1 6.8 Fork; bear right with telephone poles, crossing several iron bridges.

28.8 5.7 **OLD PORT**, fork. Brick church in center; bear left, crossing RR. (36.1 m), swinging left with road (36.3 m).

37.0 8.2 End of road; meeting trolleys, turn right, crossing RR. (37.2 m).

37.5 0.5 Left-hand road; turn left with one set of trolleys, immediately going over long iron bridge.

38.1 0.6 End of road; jog right and immediately left across RR., passing **Monroe** over to the right. Straight through **La Salle** (42.6 m), **Erie** (48.3 m). Trolley leaves to the left (52.4 m); cross RR. (53.2 m) and again (54.6 m); jog left across RR. and immediately right (55.1 m), going under RR. (55.5 m). Trolley comes in from the right (56.0 m), same thoroughfare becoming Detroit Ave., which follow to

56.2 18.1 **Collinswood Ave.**; bear left with trolley.

56.3 0.1 Fork; bear right, leaving trolley, still on Collinswood Ave.

58.0 1.7 **Woodruff Ave.**; turn left, bearing right onto Madison St. (58.1 m) to center of

59.2 1.2 **TOLEDO**, Madison Ave. & St. Clair St. Post Office on right.

Hotel Secor, Superior & Jefferson Sts.

United Garage Co., 915 Jefferson St.

The Standard Garage Co., 233 Ontario St., Stock Michelin Tires.

Maplewood Garage, 2651 Monroe St., Stock Michelin Tires.

For city map, see page 581. For diverging routes, see Index map, page 579.

For through connections see Graphic Trunk-line Chart, inside front cover.

Routes 459 & 461

Detroit Section

Route 459—Detroit, Mich., to Ft. Wayne, Ind.—172 m.

Route map, pages 802 and 557

Reverse route, No. 283

Via Ypsilanti, Clinton and Adrian, Mich., and Napoleon, Ind. Fairly good roads all the way—mostly gravel through Indiana.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 805.)

0.0 0.0 **DETROIT**, City Hall, Woodward & Michigan Aves.

For complete running directions on first part of this route, see Route No. 451 to

51.3 51.3 **CLINTON**, center of town.

At concrete watering trough in center of town, turn left, keeping straight ahead into

56.3 5.0 **TECUMSEH**.

(At this point intersect Route No. 473, Lansing to Toledo.)

Pass center of town along RR. tracks, turning right at first street after crossing principal business street. Follow this street to outskirts of town, turning left at (57.6 m); take right fork (59.5 m). At (63.5 m) keep straight ahead, bearing left (63.9 m), turning to right on pavement on North Main St. into center of

66.5 10.2 **ADRIAN**.

Continue directly through town on South Main St. through little village of Madison (69.2 m), going straight ahead and passing through small village (73.5 m). At (79.7 m) turn right, going straight with trolleys into

81.4 24.9 **LYONS**.

At center of town turn left (bandstand on right); at (84.8 m) turn left, turning right (85.1 m), passing through little village (86.5 m); turn left at (87.1 m), turning right at (87.2 m) and again to the right at (88.1 m), going straight into

91.5 10.1 **OTTOKEE**. At center of town turn left, continuing straight through outskirts of

95.1 3.6 **WAUSEON**.

Cron Motor Co., 123 Commercial St., Stock Michelin Tires.

Cross RR. (95.1 m)—(VanCamp Packing Co. on left). Continue straight ahead, turn left at (103.1 m) and right (103.3 m). Enter Napoleon on Scott St. to Clinton St. (105.9 m); turn left 1 square on Clinton St. to Perry St., where turn right 1 square to Court House, center of

106.1 11.0 **NAPOLEON**, Court House on left. (City map, page 566.)

Wellington Motor Car Co., Perry St.

W. H. Shondel, 806 N. Perry St., Stock Michelin Tires.

For complete running directions rest of the way to Ft. Wayne, see Route No. 309.

Route 461—Detroit to Grand Rapids, Mich.—148.7 m.

Route map, page 761

Reverse route, No. 401

This is the short line route between Detroit and Grand Rapids. Good gravel almost all the way with some stretches of good natural road.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 805.)

0.0 0.0 **DETROIT**, Woodward & Michigan Aves. Soldiers' Monument on the right.

Start northwest with trolley on Washington Ave.

Detroit Section

Route 461

- 0.1 0.1 4-corners. Turn left on Grand River Ave., passing library on the right (1.5 m), passing under 2 RRs. (2.5 m). Straight out Grand River Ave., with trolley, avoiding all angling road and passing cemetery on left (8.6 m). Continue straight ahead with trolley, passing RR. power plant on left (17.6 m) to center of
- 18.7 18.6 **FARMINGTON**, 4-corners. Trolley leaves to the left. Continue straight through, passing school-house on right (20.4 m).
- 20.7 2.0 5-corners; keep straight ahead, avoiding angling road.
- 23.8 3.1 **NOVI**, 4-corners. Hotel on near right, store on near left. Straight through, crossing RR. at **Novi Station** (24.1 m), again crossing RR. (30.8 m).
- 31.0 7.2 **NEW HUDSON**, 6-corners. Straight through, picking up poles from the left (33.3 m), passing church and cemetery on right (34.3 m); lake on the left (37.4 m).
- 39.4 8.4 End of road; turn right with poles.
- 39.6 0.2 **BRIGHTON**, 4-corners. Continue straight through with poles.
- 42.1 2.5 Prominent left-hand road; turn left with telephone poles, avoiding branch right-hand roads (42.9 m & 43.4 m), passing Long Lake on right (45.0 m). Avoid angling road to the right (46.4 m), crossing RR. (48.5 m)
- 49.4 7.3 **HOWELL**, 4-corners. Straight through, passing Carnegie Library on the right (49.5 m), bearing right with road (51.2 m). Continue straight ahead with poles, avoiding all angling roads.
- 54.2 4.8 **FLEMING**. Irregular 4-corners. Continue straight through with poles.
- 57.7 3.5 **FOWLERSVILLE**, 4-corners. Straight through with poles, passing Fair Grounds on the right (58.5 m).
- 62.8 5.1 **WEBERVILLE**, 4-corners. Straight through with poles.
- 68.5 5.7 **WILLIAMSTON**, 4-corners. Straight through with poles, avoiding angling roads.
- 76.2 7.7 **OKEMOS**, 4-corners. Store on the far left. Straight through with poles, crossing RR. (77.2 m), picking up trolley from the right (78.1 m) and following same to
- 79.3 3.1 Fork; bear left with trolley, same thorofare becoming Michigan Ave. Cross RR. at **Lansing Station** on the right (82.2 m) and long iron bridge (82.5 m) to center of
- 82.6 3.3 **LANSING**, Michigan & Washington Aves.
Lansing Garage Co., 400 Washington St., **Stock Michelin Tires**.
 For diverging routes, see **Index map**, page 802.
 Turn right on Washington Ave., following trolley to
- 83.1 0.5 4-corners, intersection Saginaw St. & Washington Ave. Turn left, leaving trolleys and crossing RR. (84.6 m).
- 92.4 9.3 4-corners; sign board. Turn right.
- 92.9 0.5 End of road; turn left.
- 93.3 0.4 **GRAND LEDGE**, 4-corners. Straight through, avoiding all cross-roads, passing through prominent 4-corners;

Route 463

Detroit Section

- road to the right leading to business center of Mulliken (100.9 m).
- 105.7 12.4 **SUNFIELD.** Business center to the right. Avoid angling road to the right (108.5 m).
- 109.7 4.0 4-corners; signboard. Turn right, immediately crossing 2 RRs. (110.1 m).
- 110.7 1.0 4-corners; signboard; turn left immediate, avoiding right-hand branch road, cross RR. (112.5 m).
- 112.6 1.9 4-corners; cemetery on the far left. Turn right, crossing RR. (112.7 m).
- 113.1 0.5 4-corners; signboard; turn left.
- 113.7 0.6 End of road; turn right with poles—road swings to the left—crossing RR. (114.3 m).
- 114.5 0.8 4-corners; signboard. Turn right, crossing RR. (114.6 m).
- 114.7 0.2 **LAKE ODESSA,** 4-corners; signboard. Turn left, crossing RR. (114.9 m).
- 115.3 0.6 4-corners; signboard; turn right. Cross RR. (115.9 m).
- 117.9 2.6 4-corners; signboard. Turn left.
- 121.1 3.2 End of road; signboard. Turn right.
- 121.3 0.2 4-corners; signboard. Turn left.
- 122.8 1.5 4-corners; signboard. Turn right.
- 124.8 2.0 4-corners; signboard. Turn left, crossing RR. (128.2 m), passing cemetery (131.7 m).
- 135.4 10.6 First 4-corners beyond RR. crossing; signboard. Turn right and immediately cross RR. again. **Caution** for steep up-and-down grade (136.8 m).
- 139.0 3.6 **CASCADE,** 4-corners. Keep straight through, passing cemetery (143.0 m), following telephone poles and passing lake on the left (146.2 m), same thoroughfare becoming Robinson Ave. Bear right onto Lake Ave (146.9 m). Trolleys come in from the left. Follow same to
- 147.3 8.3 Fork; bear left into Cherry St., with trolleys.
- 148.1 0.8 5-corners; bear right with trolleys onto State St.
- 148.4 0.3 4-corners; bear right with trolley to Jefferson Ave.
- 148.5 0.1 End of street; turn left with trolleys into Fulton St.
- 148.7 0.2 **GRAND RAPIDS,** Monroe & Division Sts. Soldiers' monument on the left.

Hotel Livingston, Monroe & Division Sts.

Hotel Pantlind, Monroe & Canal Sts.

Brenson's Garage, 42 Kent St.

W. D. Vandecar Auto Co., 157 Ottawa St., Stock Michelin Tires.

For city map, see page 760. For diverging routes, see Index map, page 802.

For through connections see Graphic Trunk-line Chart, inside front cover.

Route 463—Detroit to Bay City, Mich.—108.4 m.

Route map, page 802

Reverse route, No. 464

Good stone and gravel road all the way.

MILEAGES (For this and optional exits, see city map, page 805.)

Total Intermediate

0.0 0.0 **DETROIT,** Michigan & Woodward Aves.

From soldiers' monument (on right) go due north on Woodward Ave. with trolley under RR. (2.8 m).

17.3 17.3 **BIRMINGHAM.** Straight through, crossing RR. (23.7 m & 24.1 m).

- 24.9 7.6 **PONTIAC.** Court House on left. Straight through with trolley.
- 25.1 0.2 Left-hand branch road; bear left with trolley, crossing RR. (25.4 m), avoiding right-hand branch road (25.5 m). Trolley leaves to the left (25.6 m). Cross RR. (29.2 m & 30.1 m), avoiding angling road to the left (31.3 m), going straight through small village of **Waterford** (32.3 m).
- 33.9 8.8 Fork; bear left.
- 34.5 0.6 End of road; old barn on right; turn right.
- 34.6 0.1 End of road; turn left, immediately passing small lake (on right), straight through diagonal cross-roads (43.8 m), going left through 5-corners (51.1 m), avoiding road to the right and crossing RR. (53.4 m), crossing RR. (58.1 m & 59.0 m). Pick up brick pavement, where trolley comes in from the right (59.1 m), same thorofare becoming Saginaw St., which follow to center of
- 59.7 25.1 **FLINT**, Court & Saginaw Sts. Court House on left.
Straight through on Saginaw St., crossing RR. (59.8 m), crossing 2nd RR. and going over long iron bridge (60.1 m).
- 60.2 0.5 Right-hand branch road; bear right with trolley, still on Saginaw St. Trolley leaves to the left (66.8 m). Cross RR. (66.9 m), straight through **Mt. Morris** (67.0 m), avoiding all diagonal cross-roads, passing white school-house (on left—75.6 m). Trolley comes in from the left (79.2 m), going over long iron bridge (82.7 m), passing cemetery (on left—84.4 m).
- 85.8 25.6 **BRIDGEPORT.** Straight through with trolley.
- 85.9 0.1 Fork; bear left with one set of trolley, crossing RR., where trolley ends (86.0 m), crossing RR. (88.7 m).
- 90.0 4.1 Right-hand road; at cemetery (on left) turn right onto **Jefferson St.**, crossing RRs. (91.0 m, 91.3 m & 91.5 m).
- 92.5 2.5 Diagonal 4-corners; turn left with trolley, bearing left onto **Genesee St.**, immediately beyond to center of
- 92.6 0.1 **SAGINAW**, Genesee St. & Washington Ave.
Straight ahead on Genesee St., crossing long iron draw-bridge (92.7 m), crossing 2 RRs. (93.0 m), going over trolley (93.1 m).
- 93.5 0.9 **North Bond St.**; turn right, leaving trolley and immediately left just beyond onto **State St.**, crossing RR. (93.7 m).
- 94.5 1.0 **Bay St.**; turn right around store, crossing RR. (95.3 m), passing church and cemetery (on left—98.4 m).
- 102.5 8.0 End of road; road house straight ahead; turn right to first left-hand road then turning left with telephone poles on good macadam.
- 103.4 0.9 3-corners; bear right on macadam.
- 103.9 0.5 End of road; at road house (on left) bear right with telephone lines.

Route 464**Detroit Section**

- 104.3 0.4 Fork; bear right, leaving telephone poles, crossing RR. (105.0 m & 105.2 m), going over long iron bridge (105.3 m), crossing RR (105.5 m) and another long iron bridge, going over RR. where trolley comes in from the right (105.7 m), same thorofare becoming Cass Ave.
- 106.1 1.8 **Broadway**; turn left with trolley, crossing RR. (106.3 m & 106.7 m), jogging right and immediately left with trolley.
- 107.1 1.0 **Lafayette Ave.**; turn right with trolley.
- 107.2 0.1 **Garfield Ave.**; turn left with trolley.
- 107.9 0.7 **Columbus Ave.**; turn right with trolley.
- 108.0 0.1 **Washington Ave.**; turn left and follow same to center of
- 108.4 0.4 **BAY CITY**, Washington Ave. & Center St.

For diverging routes, see **Index map**, page 802.

Route 464—Bay City to Detroit, Mich.—108.4 m.

Route map, page 802

Reverse route, No. 463

Good stone and gravel road all the way.

MILEAGES
Total Intermediate

- | | | |
|------|-----|--|
| 0.0 | 0.0 | BAY CITY , Washington Ave. & Center St.
Straight out Washington Ave. with trolley. |
| 0.5 | 0.5 | Columbus Ave. ; turn right with trolley and immediately left with trolley onto Garfield Ave. |
| 1.3 | 0.8 | Lafayette Ave.; turn right with trolley and immediately left with same onto Broadway , crossing RR. (1.7 m & 2.1 m). |
| 2.3 | 1.0 | Cass Ave. ; turn right with trolley, which leaves immediately beyond to the left, crossing RR. and long iron bridge (2.8 m), RR. (2.9 m), long iron bridge (3.1 m), RRs. (3.2 m & 3.4 m), bearing left with road (4.1 m). |
| 4.5 | 2.2 | Left-hand branch road; road house in fork; bear left with telephone poles, passing church and cemetery (on left), school-house (on right—4.7 m). |
| 5.4 | 0.9 | 3-corners; bear left with telephone poles. |
| 5.8 | 0.4 | End of road; turn right with telephone poles. |
| 5.9 | 0.1 | Two branch roads at road house (on right); bear left onto 2d road on fine macadam (telephone poles follow 1st), passing church and cemetery (on right—10.0 m), crossing RR. (13.1 m), same thorofare becoming Bay St. |
| 13.9 | 8.0 | 4-corners; store on near left; turn left onto State St., crossing RR. (14.7 m). |
| 14.8 | 0.9 | North Bond St. ; turn right one block and immediately left, picking up trolley on Genesee St. , crossing 2 RRs. (15.4 m), going over long iron draw bridge (15.7 m) to center of |
| 15.8 | 1.0 | SAGINAW , Genesee St. & Washington Ave.
Keep straight ahead on Genesee St. with trolley. |
| 15.9 | 0.1 | Fork; bear right with one set of trolley immediately beyond, turning sharp right, leaving trolleys on Jefferson St. , passing Post Office (on left—16.0 m), crossing RRs. (16.9 m, 17.1 m & 17.4 m). |

Detroit Section

Route 465

- 18.4 2.5 End of road; cemetery dead ahead; turn left; cross RR. (19.7 m), on very bad stretch of road crossing RR., and picking up trolleys (22.4 m), following same straight through **Bridgeport** (22.6 m), avoiding angling road to the left, where one branch of trolley leaves (25.2 m), crossing long iron bridge (25.7 m), avoiding angling road to the right where trolleys branch (29.2 m), avoiding all cross-roads straight through **Pine Run** (37.3 m), **Mt. Morris** (41.4 m). Cross RR. (41.5 m), picking up trolley from the right (41.6 m), same thorofare becoming Saginaw St.
- 48.2 29.8 End of street; bear left, immediately crossing long iron bridge, still on Saginaw St., crossing 2 RRs. (48.3 m), following straight ahead to center of
- 48.7 0.5 **FLINT**, Court & Saginaw Sts. Court House on right. Straight ahead on Saginaw St. with trolley. Trolley leaves to the left (49.3 m), cross RR. (49.4 m), 50.3 m & 55.0 m).
- 56.0 7.3 Fork; bear left, bearing right through 5-corners (57.3 m).
- 73.8 17.8 Right-hand road at small lake on left; turn right.
- 73.9 0.1 First left-hand road; old barn on left; turn left and going straight through **Waterford** (76.1 m), crossing RRs. (78.3 m & 79.2 m). Trolley comes in from the right (82.8 m). Go straight ahead, crossing RR. (83.0 m), same thorofare becoming Oakland Ave. At stone church (on left—83.3 m), bear right with trolley onto Saginaw St.
- 83.5 9.6 **PONTIAC**—Court House on right. Straight through with trolley, crossing RRs. (84.3 m & 84.7 m).
- 91.1 7.6 **BIRMINGHAM**. Straight through with trolley, avoiding angling road to the right (97.2 m), picking up asphalt (101.7 m), going under RR. (105.6 m), same thorofare becoming Woodward Ave., which follow to center of
- 108.4 17.3 **DETROIT**, Woodward & Michigan Aves.
Hotel Pontchartrain, Woodward Ave., East side of Square.
Gillespie Auto Sales Co., Woodward & Palmer Avenues.
 For city map, see page 805. For diverging routes, see **Index map**, page 802.
 For through connections see Graphic Trunk-line Chart, inside front cover.

Route 465—Saginaw to Lansing, Mich.—82.5 m.

Route map, page 802

Reverse route, No. 471

This route is given for tourists wishing to go to Saginaw and Bay City without going into Flint. It has good stone and gravel road for the most part, but the six miles due south of Saginaw was very rough natural road the summer of 1910.

MILEAGES Total Intermediate

0.0 0.0 **SAGINAW**, Washington Ave. & Genesee St.

Go south on Washington Ave. with trolley, crossing RRs. (0.4 m & 0.5 m).

1.1 1.1 4-corners; turn left with one set of trolley, immediately crossing RR. onto Holland Ave., swinging sharp left with street and trolley (1.6 m).

1.7 0.6 4-corners—Morse St.; turn right, leaving trolley, crossing RRs. (1.8 m, 1.9 m & 2.8 m), leaving macadam and

"The Medea Spring Made Mr. Clemens Famous"

MEDEA HOTEL & MINERAL BATHS MT. CLEMENS, MICHIGAN



New, Modern, Fireproof

Special Attention Paid to
Automobile Parties

Fireproof Garages in Close Proximity to Hotel

20 Miles from Detroit, Good Roads. Stop
on your way for one of these
Wonderful Mineral Baths.



Strictly Fireproof

Office Phone 29

Residence Phone 332 J

HOWARD ROSSO GARAGE

Auto Storage, Repairing
and Supplies

110 NEW STREET

MT. CLEMENS, MICH.

picking up rough natural road (8.8 m), going over long iron bridge (9.5 m).

17.6 15.9 4-corners—big barn on far right; turn right, going straight through **Layton Corners** (20.5 m), picking up macadam road (23.4 m).

26.4 8.8 End of road; turn left on clay road (right leads to Chesaning, jog left and immediately right (29.4 m), swing right with road (32.4 m) and left (33.2 m); straight through **New Haven** (34.4 m).

38.4 12.0 4-corners—school-house on near right; turn right, crossing RR. (40.3 m), same thoroughfare becoming Main St., which follows to center of

40.9 2.5 **OWOSSO**, Main & Washington Sts.—bank on near left. Parker Auto Company, 214 Wash. St., Stock Michelin Tires.

For complete running directions of the way to Lansing see Route No. 469.

Route 466—Detroit to Port Huron, Mich.—60.6 m.

Route map, page 802

Reverse route, No. 466R

Via Mt. Clemens. Good gravel road practically all the way.

MILEAGES (For this and optional exits, see city map, page 805.)

Total Intermediate

0.0 0.0 **DETROIT**, Monroe St. & Woodward Ave.

From Soldiers' Monument (on right) go northeast on Monroe St., with trolley.

0.2 0.2 **Randolph St.**; bear left with trolley.

0.3 0.1 **Gratiot Ave.**; turn right with trolley, following same straight through **Roseville** (12.2 m) to center of



20.8 20.5 **MOUNT CLEMENS**—City Hall on right.

Medea Hotel. Howard Rosso Garage, 110 New St.

Straight through with trolley, bearing left through 5-corners just beyond with same, avoiding all cross-roads, crossing RR. (21.9 m), still with trolley, crossing RR. (25.4 m), avoiding angling road to the left (26.1 m); trolley leaves to the right (26.5 m); cross RR. (26.6 m), avoiding angling road to the left (27.6 m), straight ahead with telephone poles, avoiding all angling cross-roads.

36.0 15.2 **MUTTONVILLE**, 4-corners—white church on far left; turn right and go straight ahead, avoiding all cross-roads, crossing RR. (46.5 m); straight ahead on winding road with telephone poles, passing cemetery (on right—48.6 m), swinging sharp right with road (48.9 m).

49.0 13.0 End of road—(RR. straight ahead); turn left, going through **St. Clair** and picking up trolley (49.3 m), going up sharp grade (49.8 m), jogging right across trolley and immediately left (49.9 m), running along river.

55.9 6.9 Left-hand road—road ahead poor; turn left away from river, immediately crossing trolley.

56.0 0.1 Right-hand road; turn right, running along RR., passing salt works (on right), going over iron bridge and crossing RR. (56.7 m), running onto bank of river—trolley leaves to the left (57.5 m); cross RR. (57.8 m), passing drydock (on right—58.7 m), picking up pavement (58.9 m), going over RR. (59.6 m), same thorofare becoming Military St., which follow to center of

60.6 4.6 **PORT HURON**, Military & Water Sts.

Geo. E. Yokum, Stock Michelin Tires.

For diverging routes, see Index map, page 802.

41

THE United States Government are continually using more and more Warner Anemometers to determine the speed of the wind in miles per hour as an aid to the marksmanship of our soldiers. The principle is the same as in the Warner Auto-Meter, "The Aristocrat of Speed Indicators," used on Quality Automobiles.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Routes 466 R & 468

Detroit Section

Route 466R—Port Huron to Detroit, Mich.—60.6 m.

Route map, page 802

Reverse route, No. 466

Via Mt. Clemens. Good gravel road practically all the way.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 825.)

0.0 0.0 **PORT HURON**—Military & Water Sts.

Go due south on Military St. with trolley, going over RR. (1.0 m), following along bank of river—trolley leaves to the right (2.1 m); cross RR. (2.8 m)—trolley comes in from the right (3.1 m); follow same across RR. (3.9 m).

4.0 4.0 Fork immediately after crossing iron bridge; bear left along RR., passing salt works (on left—4.3 m).

4.6 0.6 End of road; turn left across trolley.

4.7 0.1 End of road; turn right with telephone poles, straight ahead along bank of river, jogging right across trolley and immediately left (10.7 m), going downgrade (10.8 m).

11.3 6.6 **ST. CLAIR**. Straight through with trolley. **Caution not to pass**

11.7 0.4 Right-hand road—salt works on left; turn right away from RR., swinging left immediately beyond; straight ahead with telephone poles, passing cemetery (on left—12.0 m), crossing RR. (14.1 m), going straight ahead.

24.6 12.9 **MUTTONVILLE**, diagonal 4-corners—white church on far right; turn left, going straight ahead with telephone poles, avoiding all angling cross-roads, crossing RR. (34.0 m)—trolley comes in from the left (34.1 m); follow same straight ahead across RR. (35.2 m) and 2d RR. (38.7 m).

39.8 15.2 **MOUNT CLEMENS**—City Hall on left.

Medea Hotel. Howard Rosso Garage, 110 New St.

Straight ahead with trolley, going through **Roseville** (48.4 m), same thorofare becoming **Gratiot Ave.**

60.3 20.5 Diagonal 4-corners; turn left with trolley onto **Randolph St.**

60.4 0.1 **Monroe St.**; bear right with trolley to center of

60.6 0.2 **DETROIT**, Monroe St. & Woodward Ave.—Soldiers' Monument on left.

Hotel Pontchartrain, Woodward Ave., East side of Square.

Gillespie Auto Sales Co., Woodward & Palmer Avenues.

For city map, see page 805. For diverging routes, see **Index map**, page 802.

For through connections see Graphic Trunk-line Chart, inside front cover.

Route 468—Flint to Port Huron, Mich.—74.2 m.

Route map, page 802

Reverse route, No. 468R

Via LAPEER, Attica and IMLAY CITY—running directions and distances in the main correct, but not specific to all points.

MILEAGES
Total Intermediate

(This route connects at Port Huron with the Blue Book routes across Canada.)

0.0 0.0 **FLINT**, Saginaw St., Court House on right.

Start southeast on Saginaw St., following the trolley **0.3 mile only.**

0.3 0.3 Leave car-tracks by turning left on 8th St. (grocery on corner at the turn).

Detroit Section

Route 468

- 0.8 0.5 Turn right on the Lapeer Road, straight ahead across RR. (1.4 m); thence direct over iron bridge (6.8 m) and wood bridge (13.3 m). Cross bridge over RR. (16.7 m), coming into Genesee St., Lapeer.
- 19.8 19.0 At brick High School (on left), turn left along park (on right).
- 19.9 0.1 Turn right into Franklin Ave.—the main business street.
- 20.6 0.7 **LAPEER**, Franklin & Saginaw Sts.—brick hotel on right-hand corner. Turn right into Saginaw St., crossing RRs. (21.0 m & 21.1 m).
- 21.5 0.9 Turn left with one line of wires into De Mill St., straight ahead across iron bridge (22.4 m).
- 22.6 1.1 At 4-corners just before RR., turn right with the wires, crossing small iron bridge (after the turn).
- 23.0 0.4 Turn left with one line of wires, crossing small bridge (23.4 m).
- 24.0 1.0 Turn left, straight ahead through 4-corners (24.4 m).
- 26.4 2.4 End of road; jog right and immediately left with the most travel.
- 29.4 3.0 End of road, **Attica**; turn left across RR.
- 29.5 0.1 Turn right immediately beyond the RR., straight ahead through 4-corners (31.7 m).
- 32.4 2.9 End of road; turn right.
- 32.9 0.5 Just before coming to bridge over RR., turn left.
- 33.9 1.0 Turn right along RR. (on left), following main road across RR. at Imlay City station (34.1 m) to center of
- 34.6 0.7 **IMLAY CITY**, 4th St. & Almont Ave. (church on left).
Continue straight ahead one block to Main St.
- 34.7 0.1 Turn left on Main St.
- 35.1 0.4 End of road; turn right, straight ahead past left-hand road (37.2 m).
- 42.6 7.5 Straight ahead through prominent 4-corners (brick church on left, wood church on right)—village of Capac in sight over to the right.
- 47.6 5.0 4-corners (large brick house on right); turn left—leaving telegraph poles.
- 48.6 1.0 Turn right—brick house on corner at the turn; straight ahead through 4-corners (52.1 m).
- 53.6 5.0 End of road; turn left, crossing iron bridge (54.2 m).
- 54.7 1.1 Turn sharp right at schoolhouse in the angle.

The balance of directions into Port Huron were lost from the compiler's notebook, fall 1909, and specific directions cannot therefore be given. Follow main-traveled road until bridge is crossed at Baird's Mill; after crossing bridge turn right and follow the most travel—several turns, but fairly well defined into

74.2 19.5 **PORT HURON**, Military St., center of city.

Geo. E. Yokum, Stock Michelin Tires.

For connection across the St. Clair River to London, see Route No. 498.

Route 468R

Detroit Section

Route 468R—Port Huron to Flint, Mich.—77.6 m.

Route map, page 802

Reverse route, No. 468

Via *Capac, IMLAY CITY, Attica and LAPEER, entering Flint by Saginaw St.* A contributed route—not covered entirely by the Blue Book car.

MILEAGES
Total Immediate

(For this and optional exits, see city map, page 825.)

0.0	0.0	PORT HURON , Military St., center of city.
		Start north on Military St., following car-tracks across bridge, then out Huron Ave. and Pine Grove Ave.
1.4	1.4	Cross P. M. & G. T. RR. tracks and continue on brick pavement.
2.0	0.6	Leave pavement and continue on stone road.
3.4	1.4	Pass through tollgate and continue to follow telephone lines to end of road.
7.8	4.4	Turn right, passing White Church (on right) and follow main telephone line.
8.3	0.5	Turn left to 4-corners.
9.8	1.5	At corners take most direct of roads, following phone lines.
11.0	1.2	Dorsey's Road House on right; continue straight.
11.5	0.5	First long decline into Black River Valley.
12.2	0.7	Cross bridge and take first road to right, following around bluff and up steep hill. Continue straight.
14.2	2.0	Slight right jog; continue as before, straight into
21.4	7.2	Brockway ; turn left—south—across bridge and go 4 miles.
25.4	4.0	Turn right and go straight into Capac .
34.0	8.6	At Palmer House, corner, turn north on Main St. one mile.
35.0	1.0	Turn left straight to IMLAY CITY .
42.3	7.3	At edge of town turn left, and go over to Main St.
43.0	0.7	At Cleveland House corner, turn right—north—one block, then left and continue as before to end of street.
43.6	0.6	At end of street turn right.
43.8	0.2	Turn left to end of road.
44.7	0.9	Turn right.
45.6	0.9	Turn left and follow poles to Attica ; turn left across tracks.
48.6	3.0	At Schrimmer House turn right.
51.6	3.0	Jog in road; continue as before.
54.0	2.4	Jog in road.
55.0	1.0	Turn right.
55.4	0.4	Turn left.
56.4	1.0	Turn right.
57.3	0.9	Turn left on Main St., LAPEER . Leaving Graham House continue on Main St. to schoolhouse; turn left ½-block and continue right as before to over-head bridge.
61.0	3.7	Turn left across bridge and continue as before, following telephone poles to end of road on E. Court St., Flint. Turn left to Saginaw St., car-tracks; turn right to
77.6	16.6	FLINT , center of city.

For diverging routes, see Index map, page 802.

Route 469—Flint to Lansing, Mich.—66.6 m.

Route map, page 802

Reverse route, No. 469R

Gravel road for the most part with some stretches of fair natural road.

MILEAGES.
Total Intermediate

0.0	0.0	FLINT , Court & Saginaw Sts. From City Hall (on left) go west on Court St., crossing bridge over RR. (0.5 m).
0.7	0.7	Irregular 4-corners immediately after passing Deaf and Dumb Asylum (on right); bear right, still on Court St.
1.4	0.7	Durant St. —red brick house on far left; turn left upgrade.
1.5	0.1	First right-hand road; turn right, crossing RR. (2.8 m), jogging left and immediately right (6.5 m), crossing RR. (11.6 m); jog left and immediately right (12.2 m); jog left and immediately right (18.4 m), turn sharp right with road (18.9 m) to
19.0	17.5	First left-hand road; turn left; cross RR. (19.7 m).
20.7	1.7	3-corners; bear right—left leads to Corunna.
22.0	1.3	End of road; turn right, picking up telephone poles.
22.5	0.5	First 4-corners—white school-house on far left; turn left (road straight ahead goes to Chesaning and Saginaw); pass Fair Grounds (on right—24.0 m), cross RR. (24.4 m).
25.0	2.5	OWOSSO . Parker Auto Company, 214 Wash. St., Stock Michelin Tires. Straight through, picking up trolley; cross RR. (25.6 m) and again (25.9 m); jog left and immediately right across RR. (27.2 m).
27.7	2.7	5-corners; school-house on right; turn left.
27.8	0.1	First right-hand road; turn right, swinging sharp right with road (32.4 m).
32.6	4.8	Left-hand road; turn left.
33.9	1.3	End of road; turn right.
34.1	0.2	First left-hand road; turn left, swinging sharp right with road (34.8 m), sharp left with road (35.1 m), jog right and immediately left with road (35.3 m).
35.5	1.4	Right-hand road—cemetery on left; turn right.
35.6	0.1	Left-hand road immediately before RR. crossing; turn left, going straight through Ovid on Front St. (35.9 m), swinging left across iron bridge and immediately right.
36.6	1.0	End of road; turn left.
36.8	0.2	Right-hand road; turn right with telephone lines.
38.8	2.0	End of road; turn right with telephone poles.
39.0	0.2	4-corners—church and school-house on right; turn left (road ahead goes into Shepardsville).
40.0	1.0	End of road; turn left with telephone poles.
40.2	0.2	First right-hand road; turn right.
42.2	2.0	End of road; jog right and immediately left.
45.1	2.9	End of road; jog left and immediately right, same thoro-fare becoming State St., which follow to
45.9	0.8	ST. JOHNS —Court House on left; straight ahead to

Route 469 - R

Detroit Section

- 46.0 0.1 4-corners; turn left, passing Fair Grounds (on right—47.1 m).
- 48.0 2.0 4-corners; turn right, leaving trolleys.
- 49.0 1.0 4-corners; turn left, leaving telephone poles.
- 51.0 2.0 End of road; turn right.
- 51.2 0.2 First left-hand road; turn left, turning sharp left with road (53.1 m).
- 53.4 2.2 Right-hand road; turn right.
- 57.3 3.9 End of road; turn left and immediately right, passing straight through **DeWitt** (58.4 m).
- 58.7 1.4 Left-hand road (road ahead goes up hill); turn left and immediately right with telephone line, crossing RR. (64.7 m), same thorofare becoming Turner St.
- 65.0 6.3 Turn right.
- 65.2 0.2 Left-hand road—sugar beet factory on far left; turn left onto Seymour St.
- 65.4 0.2 **Franklin St.**; turn left, picking up trolley.
- 65.7 0.3 Turn right onto Washington St. with trolley; follow same to center of
- 66.6 0.9 **LANSING**, Michigan & Washington Sts.
 Lansing Garage Co., 400 Washington St., Stock Michelin Tires.
 For diverging routes, see Index map, page 802.

Route 469R—Lansing to Flint, Mich.—66.6 m.

Route map, page 802.

Reverse route, No. 469

Gravel road for the most part with some stretches of fair natural road.

MILEAGES
Total Intermediate

- 0.0 0.0 **LANSING**, Michigan & Washington Sts.
Go east on Washington St., with trolley.
- 0.9 0.9 **Franklin St.**; turn left with trolley.
- 1.2 0.3 **Seymour St.**; turn right, leaving trolley, going over long iron bridge.
- 1.4 0.2 End of road—sugar beet factory on near left; turn right.
- 1.6 0.2 **Turner St.**, immediately before road goes under RR.; turn left, crossing RR. (1.9 m).
- 7.9 6.3 End of road; turn left and immediately right, straight through **De Witt** (8.2 m).
- 9.2 1.3 End of road; jog left and immediately right.
- 13.2 4.0 End of road; jog left, swinging right with road (13.5 m).
- 15.4 2.2 End of road; turn right to first left-hand road, where turn left (15.6 m).
- 17.6 2.2 4-corners; turn right, picking up telephone poles.
- 18.6 1.0 4-corners; turn left, picking up trolley.
- 20.6 2.0 4-corners; turn right onto State St.
- 20.7 0.1 **ST. JOHNS**—Court House on right. Straight through on State St., jogging left and immediately right with road (21.5 m), jogging right and immediately left with road (24.4 m).
- 26.4 5.7 End of road; turn left to
- 26.6 0.2 First right-hand road just before RR.; turn right.
- 27.6 1.0 End of road—church and school-house straight ahead; turn right with poles (left leads to Shepardsville).

Detroit Section

Route 471

- 27.8 0.2 First left-hand road; turn left.
- 29.8 2.0 End of road; turn left.
- 30.0 0.2 Right-hand road just before RR. crossing; turn right, passing straight through **Ovid** (30.7 m).
- 31.0 1.0 End of road; turn right.
- 31.1 0.1 End of road—cemetery straight ahead; turn left, jogging right and immediately left with road (31.3 m), jog right and immediately left with road (31.5 m).
- 32.5 1.4 End of road; turn right to
- 32.7 0.2 First left-hand road; turn left.
- 34.0 1.3 End of road; turn right, swinging left with road immediately beyond.
- 38.8 4.8 End of road; turn left.
- 38.9 0.1 5-corners; turn right, swinging left and immediately right across RR. (39.4 m), crossing RR. (40.7 m) and and again (41.0 m), going over long iron bridge (41.4 m) to center of
- 41.6 2.7 **OWOSSO**—bank on far right.

Parker Auto Company, 214 Wash. St., **Stock Michelin Tires.**
 Straight through, crossing RR. (42.2 m), passing Fair Grounds (on left—42.6 m).
- 44.1 2.5 4-corners—school-house on near left; turn right (road to left leads to Chesaning and Saginaw).
- 44.6 0.5 First left-hand road; turn left (road ahead leads to Corunna).
- 45.9 1.3 3-corners; bear left; cross RR. (46.9 m).
- 47.6 1.7 End of road; turn right and immediately left with road just beyond.
- 48.2 0.6 End of road; jog left and immediately right.
- 54.4 6.2 End of road; jog left and immediately right; cross RR. (55.0 m).
- 60.1 5.7 End of road; jog left and immediately right, crossing RR. (63.8 m).
- 65.0 4.9 End of road; turn left down hill onto Durand St.
- 65.1 0.1 End of street; turn right onto Court St., passing Deaf and Dumb Asylum (on right—65.8 m), crossing bridge over RR. (66.0 m) to
- 66.6 1.5 **FLINT**, Court & Saginaw Sts.—City Hall on right.

For diverging routes, see **Index map**, page 802.

Route 471—Lansing to Saginaw, Mich—82.5 m.

Route map, page 802

Reverse route, No. 465

This route is given for tourists wishing to go to Bay City and Saginaw without going into Flint. It has good stone and gravel road for the most part, but the six miles due south of Saginaw was very rough natural road the summer of 1910.

MILEAGES

Total Intermediate

0.0 0.0 **LANSING**, Michigan & Washington Sts.

For complete running directions on first part of this route see Route No. 469R to

41.6 41.6 **OWOSSO**, Main & Washington Sts.

Parker Auto Company, 214 Wash. St., **Stock Michelin Tires.**

From bank (on right) go east on Main St., crossing RR. (42.2 m).

Route 473

Detroit Section

- 43.1 1.5 4-corners—school-house on near left; turn left with one set of telephone poles (right leads to Flint), straight ahead on good gravel road, going through **New Haven** (48.1 m), swinging right with road (49.3 m) and left (50.1 m), jogging left and immediately right (53.1 m).
Caution not to pass
- 56.1 13.1 Right-hand road; turn right on fine macadam (road ahead leads to Chesaning)—macadam ends (59.0 m), straight through **Layton Corners** (62.0 m).
- 64.9 8.8 4-corners—big barn on near right; turn left on very rough natural road, picking up macadam (73.7 m), avoiding all angling roads to the left and right, crossing RRs. (79.7 m, 80.6 m & 80.7 m), same thorofare becoming Morse St.
- 80.8 15.9 4-corners, meeting trolley; turn left onto asphalt street, swinging right with street and trolley (80.9 m) onto Holland Ave., past cemetery (on left—81.2 m), cross RR. (81.3 m).
- 81.4 0.6 **Washington Ave.**; turn right with trolley, crossing RRs. (82.0 m & 82.1 m) to center of
- 82.5 1.1 **SAGINAW**, Washington Ave. & Genesee St.
For diverging routes, see **Index map**, page 802.

Route 473—Lansing, Mich., to Toledo, Ohio—107.7 m.

Route map, page 802

Reverse route, No. 313

Via JACKSON. This route is made up of varying conditions of gravel and sandy stretches, and dirt roads, with short stretches of clay south of BLISSFIELD.

MILEAGES
Total Intermediate

- | | | |
|------|-----|---|
| 0.0 | 0.0 | LANSING, MICH. , Michigan & Washington Sts. |
| | | Go south on Washington St., crossing concrete bridge (0.6 m) and RRs. (1.0 m & 1.3 m) to |
| 1.4 | 1.4 | Mt. Hope Ave. just beyond second RR. crossing; turn left—leaving trolley—to edge of newly built up section; |
| 1.7 | 0.3 | 4-corners; turn right, pass school (on right—2.7 m), cross trolley just beyond, follow along same. Turn left, cross trolley (4.0 m) and right with road just beyond, re-crossing trolley (4.4 m). |
| 4.6 | 2.9 | End of road, brick school on right; turn left with main travel and next right just before trolley crossing. Follow main travel within sight of Third Rail trolley line most of the way, passing brick church (on left—6.5 m) to diagonal 4-corners at |
| 7.2 | 2.6 | HOLT. Turn left, cross Third Rail, keeping straight ahead (7.4 m), cross RR. just beyond to |
| 9.8 | 2.6 | 4-corners, brick school on right; turn right, meeting telephone line. Road turns left (10.2 m). |
| 10.5 | 0.7 | Right-hand road; turn right, follow telephone poles, cross iron bridge (11.0 m), bearing slightly left straight through irregular 4-corners (12.0 m), to center of |
| 14.4 | 3.9 | MASON , Court House on left. Continue straight through, passing standpipe (on right), running down slight grade |

- across RR. and Third Rail (14.7 m). Road is straight south for over 14 miles, with 3 wire transmission line most of the way. Pass school (on left—16.2 m); avoid road to left leading into **Leslie** (22.0 m). Cross Third Rail (24.6 m), pass school (on left—25.1 m), cross RR. (25.7 m); straight on to
- 28.2 13.8 4-corners; turn left with telephone wires, bearing right with road (29.5 m), pass school (on right—30.6 m);
- 31.0 2.8 Fork; turn left with poles, pass school (on right—32.6 m), cemetery (on left—34.3 m) and school (on left—34.9 m); cross RR. and Third Rail (35.1 m)—meeting trolley (36.4 m) (same leaves to the left—36.7 m). Straight on, passing brick school (on left—37.0 m), bearing right (37.2 m), cross RR. and trolley on Blackstone St., which follow
- 37.6 6.6 **Main St.** Turn left to center of
- 37.9 0.3 **JACKSON**, Main & Frances St.
 Byrne Garage Co., 103 W. Pearl St.
 Temple Garage, Cortland St.
 City map, page 446. For diverging routes, see **Index map**, page 802.
- Jog right on Frances St., and immediately left on Michigan Ave., diagonal street with brick pavement, following same to end at
- 38.1 0.2 **Milwaukee St.** Turn right to
- 38.3 0.2 **E. Biddle St.** Turn left, bearing right with same just beyond on Belden St., which follow across RR. (38.8 m) to
- 39.4 1.1 Left-hand road; turn left, cross RR., pass school (on right—39.7 m), following poles to
- 41.6 2.2 3-corners just beyond iron bridge; turn right, with poles, following same on main traveled road, pass school (43.6 m & 45.5 m) to edge of
- 48.2 6.6 **NAPOLEON**, 4-corners, blacksmith shop on right; turn right, follow direct road with 1 or 2 turns to center of
- 52.1 3.9 **BROOKLYN**. Turn square left, avoid road to the right just beyond; turning right with road (52.5 m) across RR., pass cemetery (53.1 m); avoid all intersecting roads; follow main travel past brick church and cemetery (56.1 m), bearing left with road (56.6 m) just after passing between 2 small ponds; pass school (on right—57.6 m), jogging slightly right and left with road (58.1 m); follow almost straight road for over 10 miles, running downgrade, straight through small hamlet of **Springville** (59.1 m), pass school (on right—59.7 m), cemetery (on left) just beyond; avoid all cross-roads, pass school (on left—62.6 m).
- 64.7 12.6 **TIPTON**. Straight through, pass brick schools (on right—66.7 m & 69.1 m). Follow good gravel road to
- 70.7 6.0 **TECUMSEH**, 4-corners.
 (For diverging routes, see **Index map**, page 802.)
 Go straight through on Main St., across RR. to
- 71.0 0.3 Prominent cross street just beyond iron standpipe on right; turn right, crossing RR. (71.3 m), curving left to

THE STANDARD GARAGE CO.

233-7 Ontario Street

TOLEDO, OHIO Opposite Public Library

Home Phone 2333

Official A. A. A. Headquarters

Bell Phone 747

- 71.7 0.7 Right-hand road, old shop buildings over to the left; turn right, follow main road, bearing left down slight grade, cross iron bridge at grist mill (72.4 m), upgrade to
- 72.7 1.0 End of road; turn right, passing brick yard (on left) and brick school (on right—73.7 m). Follow sandy gravel road past church (on left—75.7 m) to
- 76.3 3.6 4-corners, brick school on farther right, 2 brick houses on left; turn left to
- 77.0 0.7 **HOLLOWAY**. Continue straight through across RR. just beyond, avoiding road to the left;
- 78.2 1.2 Prominent right-hand road; turn right, pass brick school (on right—79.2 m), church (on left—80.9 m); cross RR. at Wellsville (81.6 m) to
- 84.6 6.4 4-corners, RR. crossing straight ahead; turn left along tracks, turning right with road (85.6 m), cross tracks and immediately left to center of
- 85.8 1.2 **BLISSFIELD**. Continue straight through with trolley to
- 86.4 0.6 End of road; turn left, cross RR.—leaving trolley—to
- 87.8 1.4 5-corners just beyond small iron bridge; turn square right to RR. and trolley crossing at
- 88.5 0.7 **RIGA**. Straight ahead, cross tracks to
- 89.0 0.5 4-corners; turn left, crossing trolley and RR. (89.6 m) to
- 89.9 0.9 4-corners just beyond tracks; turn right to next
- 90.2 0.3 Left-hand road, RR. ahead; turn left with poles.
- 91.2 1.0 Jog right and immediately left, cross RR. and trolley—trolley leaves to right (91.6 m). Follow along tracks, crossing same (92.0 m), to end of road at
- 93.8 2.6 **OTTAWA LAKE**. Jog left and immediately right, pass station (on right) to
- 94.0 0.2 3-corners; curve right with poles; follow along tracks, bearing right with same (97.5 m) to center of
- 97.9 3.9 **SYLVANIA**, Town Hall on right; turn square left, shortly running along trolley tracks, for a short distance; bearing right away from same (98.7 m) to
- 99.2 1.3 Fork, schoolhouse straight ahead; bear left, pass school (on right); follow good macadam, cross RR. (103.6 m), picking up trolley (105.2 m), follow same across 2 RRs., to
- 107.5 8.3 **Superior St.**, public market on right; turn left to center
- 107.7 0.2 **TOLEDO, O.**, Madison & Superior Sts.

Hotel Secor, Superior & Jefferson Sts.

The Standard Garage Co., 233 Ontario St., Stock Michelin Tires.

United States Garage Co., 915 Jefferson St.

Maplewood Garage, 2651 Monroe St., Stock Michelin Tires.

For city map, see page 581. For diverging routes, see Index map, page 579.

For through connections, see Trunk-line Index map, front of book.

Route 490—Windsor (Detroit) to London, Ont.—141.7 m.

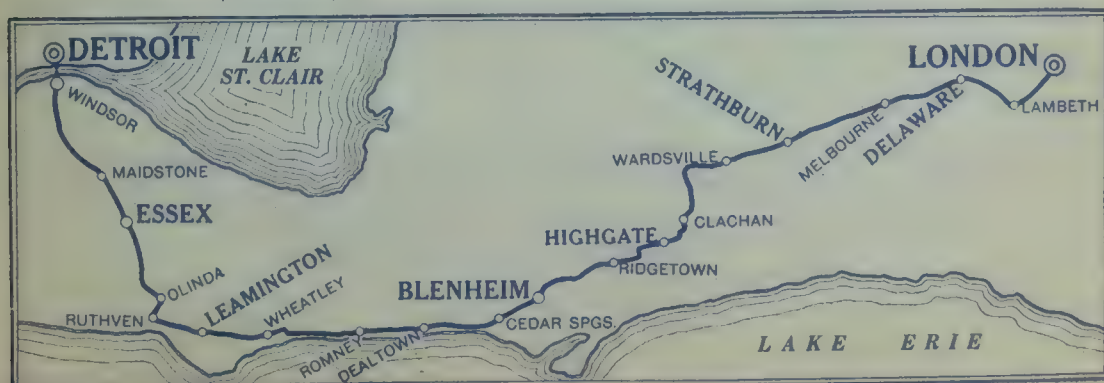
Reverse route, No. 496

Main traveled road via Essex, Leamington, Blenheim, Ridgetown, Wardsville, Delaware and Lambeth. Principally good roads—some clay spots, heavy in wet weather; no cities en route, but a number of small towns where fair accommodations may be had in emergency. Pleasant farming country all the way; care should be used in passing horse-drawn vehicles.

MILEAGES
Total Intermediate

(For this and optional exits, see Detroit city map, page 805.)

0.0	0.0	DETROIT, MICH. From the business center, go straight down Woodward Ave. to the International ferry.
		John M. Duck , 2 Oulette Ave., Windsor, Customs House Broker, bonds cars and issues Canadian licenses.
		Cross ferry (20c up), and arrange Canadian Customs.
0.0	0.0	WINDSOR , set odometer at zero on the Windsor side of the Detroit River. From the ferry go up Oulette Ave. to the first left-hand street; turn left into Sandwich St., following trolleys past Windsor station (on left).
0.4	0.4	Turn right into Glengarry Ave. (brick).
1.0	0.6	Point of 5-roads; bear right into Howard Ave., following trolleys out of town. Cross RR. (2.8 m); leaving trolley to left (4.2 m), again cross RR., bearing slightly right through 4-corners (5.2 m) to
6.8	5.8	Cross-road immediately after crossing small wood bridge; turn left, straight ahead over RR. at Old Castle station (8.8 m) and again at Maidstone Cross station (12.5 m). Pick up trolleys just beyond and follow same across RR. (16.8 m) into
17.0	10.2	ESSEX ; direct through. Continue with trolleys through 2 small villages, but when tracks leave (to right—23 m), go straight ahead to
27.8	10.8	End of road at blacksmith shop, Olinda; turn right.
28.4	0.6	Jog left and first right with the main-traveled road, crossing RR. (29.8 m).
30.0	1.6	RUTHVEN ; at Ruthven village stores turn left.
32.5	2.5	Fork; take the left-hand road, crossing RR. (33.4 m).
33.8	1.3	LEAMINGTON ; straight through center of town and through small village of Wheatley (41.6 m).
45.7	11.9	Turn right with the most travel.
46.1	0.4	Turn left with the most travel, running along Lake Erie some clay in this locality.
50.1	4.0	Caution for dangerous left curve, with sharp right curve (50.2 m).



Route 490**Canadian Section**

- 57.0 6.9 End of road; jog right and immediately left. [This may possibly be jog left and immediately right.—Ed.]
- 60.6 3.6 **Caution** for sharp right and left curve; also sharp curve (61.8 m).
- 67.3 6.7 Fork; keep to left on main road, crossing trolley (68.2 m). Cross RR. (71.6 m).
- 72.4 5.1 **BLLENHEIM**; direct through town.
- 73.6 1.2 4-corners at cemetery (on left); leave the direct road (to St. Thomas), by turning left at cemetery corner.
- 74.1 0.5 Do not cross RR., but turn right with telegraph poles.
- 78.8 4.7 Jog left 100 feet and then right, same road becoming Main St., Ridgetown.
- 82.2 3.4 **RIDGETOWN**; direct through. (The 21.6 miles between this place and Wardsville have many confusing turns; care is necessary to identify and take same correctly.)
- 85.5 3.3 End of road; turn left, over two RRs. (85.9 m).
- 86.4 0.9 Turn first right, straight through **Highgate** (88.6 m).
- 90.9 4.5 4-corners; turn left (information here not specific).
- 91.4 0.5 Turn right.
- 92.0 0.6 Turn left, passing through 4-corners at red church (93.1 m).
- 93.8 1.8 Turn right.
- 95.1 1.3 Turn left.
- 96.3 1.2 Hamlet of **CLACHAN**; turn right.
- 101.5 5.2 Turn left—now direct across iron bridge (103.5 m) into
- 103.8 2.3 **WARDSVILLE**; turn square right. Straight ahead through 4-corners at Wood Green (106.9 m).
- 109.9 6.1 **STRATHBURN**; straight through. Pass under RR. (113.6 m) and continue through 4-corners at Melbourne, or Longwood P. O. (119.2 m). Cross RR. (119.5 m) and follow main travel (telegraph poles) across two bridges.
- 128.6 18.7 **DELAWARE**; turn right at 3-corners, upgrade. At 3-corners by yellow brick house (133.9 m), bear left with the wires.
- 135.2 6.6 **LAMBETH**; meet trolleys (which come up from St. Thomas), and follow them, keeping slightly left through 4-corners (138.3 m). Where trolleys leave to right (139.5 m), run straight ahead; picking up tracks again (140.4 m), follow same balance of way into London.
- 140.9 5.7 Pass under RR. and immediately turn right into York St., crossing iron bridge (South Branch Thames River).
- 141.7 0.8 **LONDON**, York & Richmond Sts.

The Tecumseh, On the Corner.

Hueston's Garage, Richmond Street.

For city map, see page 837. For diverging routes, see Index map, Canadian Section, Vol. 1.



Hopkins ELECTRIC Speedometer

"No Flexible Shaft"
and
The Electrodrometer

Reads absolutely steady even on worst roads.

Can be carried in the hand to any part of the car.

See page facing front cover



Route 491—London, Ont., to Hamilton, Ont.—79.7 m.

Reverse route, No. 495

Main traveled route out Dundas St. and through Ingersoll, WOODSTOCK, BRANTFORD and Ancaster, entering Hamilton by King St. West. Good roads and excellent farming country practically all the way.

MILEAGES

Total Intermediate

- | | | |
|------|------|---|
| 0.0 | 0.0 | LONDON , Richmond & York Sts., Tecumseh Hotel on the corner. [This route is started here for the convenience of tourists coming through from Windsor, Detroit and the west, or from St. Thomas.]. Start north on Richmond St. to |
| 0.2 | 0.2 | LONDON , Richmond & Dundas Sts., business center, RR. offices on opposite corners, where routes from Sarnia and Goderich join. Turn square right (east) on Dundas St., following same all the way out of town. Pass Fair Grounds (on right—1.8 m) and cross RR. (3 m); leaving trolleys at this point, continue straight ahead through Crumlin (5.8 m). Cross iron bridge (7.4 m) and follow main road into |
| 14.3 | 14.1 | THAMESFORD , 4-corners farther edge of town (road-house on the corner); turn right with the most travel, crossing small narrow wood bridge (14.6 m). Avoid right-hand road (15.2 m) by keeping straight ahead on main thorofare, through two prominent 4-corners and one diagonal cross-road to |
| 20.2 | 5.9 | End of road at large church; turn right on Thames St., crossing RR., iron bridge and RR. again. |
| 20.6 | 0.4 | INGERSOLL , Thames & Charles Sts., Merchants Bank of Canada on the corner; turn left on Charles St., crossing trolley (21.5 m). Continue through Beachville (25.1 m), crossing RR. (28.9 m) and RR. switch (29.1 m) into Dundas St. |

**GRIMSBY, ONTARIO**

54 miles from Buffalo
 33 miles from Niagara Falls
 18 miles from St. Catharines
 18 miles from Hamilton
 64 miles from Toronto

VILLAGE INN

A first class, comfortable place to
 stop in the fruit belt of Ontario

Rooms with Bath
 Complete Service

GARAGE IN CONNECTION

- 30.1 9.5 **WOODSTOCK**, small square on right; straight through on Dundas St., crossing RR. (30.6 m).
- 34.2 4.1 Fork; take the right-hand road, passing under RR. (34.7 m). Road is now direct for several miles, passing through numerous cross-roads and 2 or 3 unimportant villages. Cross RR. and trolley (55 m); cross RR. (55.7 m & 56.1 m) and long iron bridge over Grand River (56.3 m) into
- 56.5 22.3 **BRANTFORD**, Court House on left; straight through, following trolleys out of town. Cross RR. (56.6 m), trolley (58.8 m) and bridge over RR. (59.5 m). Again cross RR. at **Cainsville** station (59.7 m) and trolley (60.2 m).
- 69.5 13.0 Fork; keep left with the best road. Cross trolley (72.4 m) and continue direct through **Ancaster** (72.8 m), shortly descending long steady grade, with fine views (over to the left). Cross RR. (76 m) and trolley (76.7 m). Ascend grade, crossing bridge over RR. (78.6 m); pass park
- 79.7 10.2 **HAMILTON**, King and James Sts., business center.

The Waldorf, King Street, East. **Hamilton Garage Co.**, 133 King Street, West. For diverging routes, see Index map, Hamilton Section, Vol. I.

Route 492—Hamilton, Ont., to Niagara Falls, Ont.—50.5 m.

Reverse route, No. 494

Out King St. East, which becomes one main traveled line through Grimsby, St. Catharines and St. Davids. Good roads and excellent farming and fruit country all the way.

MILEAGES
 Total Intermediate

- 0.0 0.0 **HAMILTON**, King & James Sts. Start east on King St. E., crossing 2 RRs. (0.4 m & 2.3 m). Pick up (4.8 m) and follow trolleys through **Stoney Creek** (6.7 m) and **Winona**



- (12.3 m); but when tracks leave to left (16.4 m), run straight ahead to prominent left-hand road on western edge of Grimsby.
- 16.9 16.9 Turn left, cross trolley (17.1 m), and immediately turn right.
- 17.4 0.5 **GRIMSBY, The Village Inn.**
Direct through, crossing trolleys (19.1 m & 20.7 m).
- 22.3 4.9 **BEAMSVILLE**; direct through with car-line to end of same at Vineland (26.5 m).
- 27.4 5.1 **Caution** for long winding downgrade with narrow iron bridge at bottom (28 m). Immediately ascend corresponding grade, bearing left at top into
- 28.3 0.9 **JORDAN**; turn square right at center of village, straight ahead on main road—**caution** for descent to stone bridge (30 m). Ascend corresponding grade and pass through prominent 4-corners—**caution** again for descent to wood bridge (31.4 m), with sharp right and left curves beyond. Cross bridge over RR. (34.5 m), following main road over canal bridge (35.1 m), then upgrade into St. Paul St.,
- 35.4 7.1 **ST. CATHERINES**, center of city.
Hotel Welland. **Reo Garage.**
Bear right at head of park and follow St. Paul St. (trolleys) out of town.
- 36.0 0.6 Fork; where car-tracks divide, keep to right on main road. Cross bridge over RR. (37 m), and drawbridge over Welland Canal (37.8 m), running straight through **Homer** (38.7 m).
- 38.9 2.9 Fork at brick church; take the right-hand road, left leads to Niagara-on-Lake.
- 43.1 4.2 Curve left with the main road to next 4-corners.
- 43.6 0.5 **ST. DAVIDS**, brick hotel on the corner; turn right (leaving road to Queenston straight ahead). Continue under RR. arch (44.7 m).
- 45.0 1.4 End of road; turn left and next right (45.1 m), passing **Stamford P. O.** (on right—45.7 m).
- 46.6 1.6 Point of 5-roads; turn left on the main road, crossing RR. (46.9 m).
- 47.3 0.7 Cross-roads; turn right with the most travel and the wires, crossing trolley (47.6 m).
- 47.8 0.5 In front of gates to Fairview Cemetery, turn left. Cross RR. (48.4 m), and pick up trolley, following same past Grand Trunk station (on left—48.9 m).
- 49.0 1.2 1-10-mile beyond Grand Trunk station, leave trolley and

Hopkins ELECTRIC Speedometer
No Flexible Shaft
and
The Electrodrometer
See page facing front cover

Reads absolutely steady even on worst roads.

Can be carried in the hand to any part of the car.

NEW PROSPECT HOUSE**THE HOTEL
DE LUXE OF****Close to the
Falls****NIAGARA FALLS, NEW YORK****Open all the
Year****The Most Luxuriously-furnished Hotel in Western New York**

Every other room with bath in marble and tile. Separate dining-room table for each party. Telephones and running water in rooms.

A-la-Carte Cafe open at all hours. European plan \$1.50 and up.**Official Headquarters of the Niagara Falls Automobile Club.** Members of A. A. A., located in hotel with road maps and information and for motorists. **Modern Fireproof Garage** in connection with hotel. **Storage Free** to patrons.**Only absolutely first-class hotel conducted exclusively on the European Plan**

turn right into Clifton Ave. Pass under RR. (49.2 m) and bear right at old stone church (49.4 m) into the Gorge Road, following trolley to

50.5 1.5 **NIAGARA FALLS, ONT.**, Canadian end of the International Bridge.

International Hotel, Near the Falls.—American Side.

The Prospect House, Near the Falls.—American Side.

The Clifton Hotel, End of Bridge.

Queen's Royal, at Niagara-on-the-Lake.

Niagara Falls Auto Transit Co., 103 Main Street.—American Side.

Tourists re-entering the U. S. should take special care to have their duplicate Canadian bond properly certified by the U. S. Customs and the same returned promptly to the Custom House broker issuing same.

For Niagara Falls, N. Y., cross steel-arch bridge over the Niagara River (25c toll); turn first right beyond the bridge on the "Riverway" to the Monument, foot of Falls St.

For diverging routes see Vol. 1.

Route 494—Niagara Falls, Ont., to Hamilton, Ont.—50.5 m.**Reverse Route, No. 492***The mileage for this route is started at "O" from the Canadian side of the steel-arch bridge over the Niagara River, where all inbound tourists must stop to pass Customs. It is one main traveled line through St. Davids, St. Catharines and Grimsby, entering Hamilton by King St. East. Good roads and excellent farming and fruit country all the way.***MILEAGES**
Total Intermediate

0.0	0.0	NIAGARA FALLS, ONT. Start north on the "Gorge Road," following the car-line.
1.1	1.1	Fork at old stone church; take the left-hand road—Clifton Ave. (leaving the trolley). Pass under RR. (1.3 m).
1.5	0.4	End of Clifton Ave.; turn left, following the car-line past Grand Trunk RR. station (on right—1.6 m). When trolleys cross and go to left, continue straight ahead over RR. (2.1 m).
2.7	1.2	End of road in front of Fairview Cemetery; turn right, crossing trolley (2.9 m) to next 4-corners.
3.2	0.5	Turn left on the most-traveled road, crossing RR. (4.6 m).
3.9	0.7	5-corners; turn right.
4.4	0.5	Fork; take the left-hand road, with one line of wires, passing Stamford P. O. (on left—4.8 m).

International Hotel

NIAGARA FALLS, N. Y.

Overlooking the State Reservation and
American Rapids

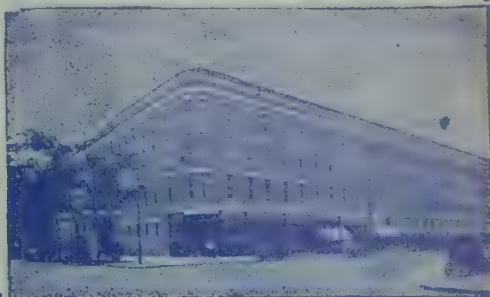
May 26th Season October 1st

300 Rooms. 100 Baths. Every room with hot
and cold running water and Bell
Telephone.

AMERICAN PLAN

Rates \$3.50 Per Day and Upwards.
One-half Block from Garage.

HENSHAW & STEENMAN, Proprietors
Also Managers HOTEL TOURAINE, Buffalo.



- 5.4 1.0 End of road; turn left and next right (5.5 m), shortly descending grade. Pass under RR. arch (5.8 m).
- 6.9 1.5 **ST. DAVIDS**, brick hotel on left; turn left (now on the road from Queenston).
- 7.4 0.5 Fork; bear right with the macadam.
- 11.6 4.2 Bear left at brick church, straight ahead through village of **Homer** (11.8 m). Cross drawbridge over Welland Canal (12.7 m), immediately picking up trolley, which follow over RR. bridge (13.5 m).
- 14.2 2.6 Iron watering trough in fork; bear left with the trolley, shortly running onto brick pavement—St. Paul St., St. Catherines.
- 15.1 0.9 **ST. CATHERINES**. Keep to left of small triangular park. Hotel Welland. Reo Garage.
At end of the park continue to bear left, downgrade, winding right at foot of hill (15.3 m). Cross wood drawbridge over canal (15.4 m), straight ahead on main road. Cross bridge over RR. (16 m) and descend grade, with sharp right and sharp left curve (caution) over wood bridge (19.1 m). Ascend corresponding grade—caution for stone bridge at foot of grade (20.3 m).
- 22.2 7.1 **JORDAN**, special care should be taken not to jog slightly right on what seems to be the main road through the village. Continue right up to the hotel, turning square left (sign "Hamilton"), down winding grade with narrow iron bridge at bottom (22.5 m). Ascend corresponding grade, running straight ahead through **Vineland** (24. m).
- 28.2 6.0 **BEAMSVILLE**, direct through with car-tracks, crossing same (29.8 m & 31.4 m).
- 33.1 4.9 **GRIMSBY, The Village Inn**.
Direct through center of village.
- 33.4 0.3 End of road; turn left, crossing and leaving trolleys.
- 33.6 0.2 End of road; turn right, direct through small villages of **Winona** (38.2 m), and **Stoney Creek** (43.8 m).
- 45.7 12.1 Keep slightly right on main road, leaving through car-line to the left.



47.9 2.2 Fork at greenhouse, eastern edge of Hamilton; leave local trolleys to the left, bearing right into King St. East. Cross RR. (48.2 m); shortly pick up and follow car-line over RR. (50.1 m).

50.4 2.5 King St. widens at point of Gore Park; keep to right of park.

50.5 0.1 **HAMILTON**, King & James Sts., center of city.

The Waldorf, King Street, East.

Hamilton Garage Co., 133 King Street, West.

For diverging routes, see **Index map**, Canadian Section, Vol. I.

Route 495—Hamilton, Ont., to London, Ont.—79.7 m.

Reverse route, No. 491

Main traveled route out King St. West and through Ancaster, BRANTFORD, WOODSTOCK, Ingersoll and Thamesford, entering London by Dundas St. Good roads and excellent farming country practically all the way.

MILEAGES

Total Intermediate

- | | | |
|------|-----|---|
| 0.0 | 0.0 | HAMILTON , King & James Sts. Start west on King St., passing park (on right—0.8 m); cross bridge over RR. (1.1 m), keeping slightly left with main road (1.3 m), down moderate grade. Cross trolley (3 m). |
| 3.6 | 3.6 | Fork; take the left-hand road (Automobile Club sign); cross RR. (3.7 m), keeping to right on main road at fork immediately beyond. Shortly begin long, steady ascent with fine views over to right. |
| 6.9 | 3.3 | ANCASTER ; straight through center of village. |
| 7.1 | 0.2 | Fork at large stone church; keep to right on main road, crossing trolley (7.3 m). |
| 7.5 | 0.4 | Very prominent fork (telegraph poles both ways); take the left-hand road. Cross trolley (11.1 m), and continue straight through Alberton (12.7 m). |
| 13.0 | 5.5 | Fork; bear left on best road, with the wires. Cross narrow old wood bridge (18 m) and trolley (19.5 m). Again cross RR. at Cainsville station (20 m); continue over RR. |

bridge (20.2 m) and cross trolley (20.9 m), same road becoming Colborne St., Brantford. Cross RR. at station (23.1 m).

- 23.2 10.2 **BRANTFORD**, Court House on right; straight through.
- 23.5 0.3 Fork at Monument, farther edge of town; take the left-hand road, crossing long iron bridge over Grand River. Cross RR. (23.7 m), and pass left-hand road (24 m); again cross RR. (24.1 m).
- 24.7 1.2 Fork at brewery (on left); take the right-hand road, crossing trolley and RR.—road is now direct through 2 or 3 small villages.
- 33.3 8.6 Fork; keep to right with telegraph poles; on the best road. Cross iron bridge (35.5 m), and continue straight through Cathcart (37.5 m).
- 37.9 4.6 Avoid left-hand road by keeping to right on main road with telegraph poles, straight ahead through 2 diagonal cross-roads. Pass under RR. (44.9 m) and cross RR. (49.1 m) into Dundas St.,
- 49.6 11.7 **WOODSTOCK**, small square on left, direct through.
- 50.5 0.9 Fork at brick mill, farther edge of town; bear left on the Ingersoll Road, crossing RR. switch (50.6 m). Cross RR. (50.8 m), picking up and following trolleys through **Beachville** (54.6 m). Cross trolley (58.2 m), running into Charles St., Ingersoll.
- 59.1 8.6 **INGERSOLL**, Charles & Thames Sts. (Merchants Bank of Canada on the corner); turn right on Thames St. Cross RR. (59.2 m), iron bridge (59.3 m) and RR. again
- 59.5 0.4 Large church on the corner; turn left on the London Road—sign, "London." Continue through all cross-roads and over narrow wood bridge (65.1 m).
- 65.4 5.9 **THAMESFORD**, road house on the corner; turn left with the most travel—no more turns into London. Cross iron bridge (72.3 m) and pass through **Crumlin** (73.9 m); cross RR. (76.7 m) and pick up trolleys, which follow into Dundas St., passing Fair Grounds (on left—77.9 m).
- 79.5 14.1 **LONDON**, Dundas & Richmond Sts. (RR. offices on opposite corners); this is the center of the city and the starting point for all routes out of London, except those to Windsor (Detroit) and St. Thomas. For Windsor or St. Thomas, turn left on Richmond St.
- 79.7 0.2 **LONDON**, Richmond & York Sts.

The Tecumseh, On the Corner.

Hueston's Garage, Richmond Street.

For diverging routes, see Index map, Canadian Section, Vol. I.



Hopkins ELECTRIC Speedometer
No Flexible Shaft
and
The Electrodrometer

Accurate to the fraction the year 'round.

The perfected 1000 mile trip odometer.
Portable as a watch.

(See page facing front cover)

Route 496—London, Ont., to Detroit (Windsor, Ont.)—
141.7 m.

Reverse route, No. 490

Main traveled route via Lambeth, Delaware, Wardsville, Ridgetown, Blenheim, Leamington and Essex. Principally good roads—some clay spots heavy in wet weather; no cities en route, but a number of small towns where fair accommodations may be had in emergency. Pleasant farming country all the way; care should be used in passing horse-drawn vehicles.

MILEAGES
Total Intermediate

For this and optional exits, see city map, page 837.

0.0	0.0	LONDON , Richmond & York Sts.
		Start west on York St., following car-tracks across iron bridge (0.4 m—South Branch Thames River).
0.8	0.8	End of road; turn left on the Wharnciff Road, passing immediately under Grand Trunk RR. Where trolleys leave to left (1.3 m) run straight ahead, picking up tracks again (from left—2.2 m).
3.4	2.6	Bear right through cross-roads, with trolley.
6.5	3.1	LAMBETH ; leave car-tracks and St. Thomas road to left by keeping straight ahead with telegraph poles.
7.8	1.3	3-corners at yellow brick house; bear right, following the wires all way into
13.1	5.3	DELAWARE ; at 3-corners foot of grade, bear left, crossing 2 bridges, leaving the town.
15.5	2.4	Avoid prominent left-hand road by keeping slightly right with the main line of wires; cross RR. (22.2 m).
22.5	7.0	Cross-roads (Melbourne, or Longwood P. O.); straight through, passing under RR. (28.3 m).
31.8	9.3	STRATHBURN ; direct through, and also direct through 4-corners (34.8 m—Wood Green).
37.9	6.1	WARDSVILLE (from this point to Blenheim, a stretch of 31.4 miles, the road has many right-and-left turns; care is needed to identify and make them correctly).
		At central 4-corners, Wardsville , turn left; cross iron bridge (38.2 m), and follow same road through two cross-roads. At the 3rd road (40.2 m), turn right.
45.4	7.5	End of road, CLACHAN ; turn left, straight ahead to 2nd right-hand road.
46.6	1.2	Turn right 1 3-10-mile only.
47.9	1.3	Turn left, running straight ahead through 4-corners at red church (48.6 m).
49.7	1.8	Turn right, taking next left (50.3 m) to
50.8	1.1	4-corners; turn right straight through Highgate (53.1 m).
55.3	4.5	Turn left; cross 2 RRs. and take first right-hand road, which becomes Main St., Ridgetown.
59.5	4.2	RIDGETOWN ; straight through to end of road.
62.9	3.4	Jog left and immediately right with the wires.
67.6	4.7	End of road; turn left.
68.1	0.5	4-corners by cemetery; turn right into
69.3	1.2	BLLENHEIM ; direct through on Talbot St. Cross RR. (70.1 m), leaving the town; continue through small village and cross trolley (73.5 m).

- 79.8 10.5 **DEALTOWN**; straight through small village—caution for “S” turns (79.9 m & 81.1 m), running along the shore of Lake Erie.
- 84.7 4.9 Jog right and immediately left, following the same road.
- 91.5 6.8 **Caution** for sharp left turn.
- 95.6 4.1 Turn right with the best road.
- 96.0 0.4 Turn left with the best road—now direct through Wheatley (100.1 m) into
- 107.9 11.9 **LEAMINGTON**; straight through across RR. (108.3 m).
- 111.5 3.6 Fork just before reaching Ruthven; take the left-hand road with the wires.
- 111.8 0.3 **RUTHVEN**; turn right through the town, crossing RR. at Ruthven station (111.9 m).
- 113.3 1.5 Jog left and immediately right, following the best road.
- 113.9 0.6 Blacksmith shop, **Olinda**; turn left. Pick up (118.7 m), cross and follow trolley through 2 small villages.
- 124.7 10.8 **ESSEX**; straight through, crossing RR. (124.9 m). When trolley leaves (129.1 m), continue straight ahead over RR. at **Maidstone cross station** (129.2 m); again cross RR. at Old Castle station (132.9 m).
- 134.9 10.2 Turn right with telegraph poles, crossing small wood bridge just after the turn. Bear slightly left through cross-roads (136.5 m). Cross RR. (137.5 m), immediately picking up and following trolley into Howard Ave., Windsor. Cross RR. (138.9 m).
- 140.7 5.8 Fork of 5 roads; bear diagonally left into Glengarry Ave.
- 141.3 0.6 End of Glengarry Ave.; turn left on Sandwich St., following car-line past Windsor station (on right).
- 141.7 0.4 **WINDSOR**, Sandwich St. & Oulette Ave.; turn right to the International ferry. Cross Detroit River (20c up) to Detroit side; pass U. S. Customs (if car has been covered by Broker’s bond while in Canada, it is essential to have duplicate endorsed as exported and the duplicate mailed to the party issuing same). From **Detroit** side of ferry, proceed directly up Woodward Ave. to the center of the city.

Hotel Pontchartrain, Woodward Ave., East side of Square.

Gillespie Auto Sales Co., Woodward & Palmer Avenues.

For city map, see page 805. For diverging routes, see **Index map**, page 802.

Route 498—Port Huron, Mich., to London, Ont.—63 m.

Reverse route, No. 499

Direct road through Warwick, without confusing turns until near London. Mostly well-kept gravel road; good time can usually be made, but care is frequently necessary in passing horse-drawn vehicles.

MILEAGES
Total Intermediate

0.0 0.0 **PORT HURON, MICH.**, mileage at “0” from ferry slip at bridge over Black River just off Military St.

Take International ferry (55c up) across the St. Clair River, landing at foot of Cromwell St., Sarnia, Ont. It is necessary to pass Canadian Customs here; A. J. Chester,

Route 499

Canadian Section

Custom House Broker, 110 Cromwell St., will bond car and issue Ontario license at usual rates.

Straight ahead from ferry out Cromwell St.; cross RR. and ascend short grade. At end of street (one block) jog left and immediately right.

- | | | |
|------|------|---|
| 0.1 | 0.1 | Cromwell & Christina Sts. (brick wholesale grocery office on farther left-hand corner). Turn left on brick pavement, passing Town Hall (on right—0.2 m). |
| 0.6 | 0.5 | Intersection of London Road (yellow brick Catholic church on far right-hand corner); turn right on the London Road—now practically direct to Warwick. Cross RR. (3 m) and iron bridge (4. m). |
| 18.4 | 17.8 | KERTCH P. O. on left; straight through. |
| 23.1 | 4.7 | Bear left with telegraph poles on main road, leaving well-traveled road on the right. |
| 25.2 | 2.1 | WARWICK ; direct through, crossing old wood bridge leaving town. |
| 36.9 | 11.7 | ADELAIDE ; direct through. |
| 45.0 | 8.1 | Straight through 5-roads. Cross iron bridge (47.2 m), running straight ahead through diagonal 4-corners (50.3 m, telegraph line comes in). Direct through diagonal cross-road (51.5 m). |
| 51.8 | 6.8 | LOBO ; direct through, crossing RR. (55.7 m). |
| 56.2 | 4.4 | Prominent 4-corners; turn right with telegraph poles. |
| 57.0 | 0.8 | HYDE PARK (stores on corner); turn left with best road. |
| 58.6 | 1.6 | Prominent 4-corners; turn right with best road. |
| 59.5 | 0.9 | Prominent 4-corners; turn left with best road. |
| 60.7 | 1.2 | Prominent 4-corners; turn right with best road. Pass under RR. (61.6 m), and pick up trolleys (61.7 m), following tracks straight ahead through West London. |
| 62.4 | 1.7 | Turn left with trolleys into Dundas St., London. Cross iron bridge over north branch Thames River (62.6 m). |
| 63.0 | 0.6 | LONDON , Richmond & Dundas Sts. |

The Tecumseh, On the Corner.

Hueston's Garage, Richmond Street.

For city map, see page 837.

For diverging routes, see Index map, Hamilton Section, Vol. I.

Route 499—London, Ont., to Port Huron, Mich.—63 m.

Reverse route, No. 498

Direct route through Warwick, without confusing turns except in first 6 miles. Mostly well-kept gravel roads; good time can usually be made, but care is frequently necessary in passing horse-drawn vehicles.

MILEAGES

Total Intermediate

(For this and optional exits, see London city map, page 837.)

- | | | |
|-----|-----|---|
| 0.0 | 0.0 | LONDON , Richmond & Dundas Sts., business center. Start west on Dundas St., crossing iron bridge over north branch Thames River (0.4 m). |
| 0.6 | 0.6 | End of Dundas St.; turn right on the Wharncliffe Road, following trolleys through West London straight ahead where trolleys turn right (1.3 m). Pass under RR. (1.4 m). |

Canadian Section

Route 499

- 1.5 0.9 Take left fork—the Sarnia Road—with heavy telegraph poles.
- 2.3 0.8 Turn left with telegraph poles on best road.
- 3.5 1.2 Turn right with telegraph poles on best road.
- 4.4 0.9 Turn left with telegraph poles on best road.
- 6.0 1.6 **HYDE PARK** (store on corner); turn right.
- 6.8 0.8 Prominent 4-corners; turn left with telegraph poles, crossing RR. (7.3 m).
- 8.9 2.1 Fork; keep right on best road with the wires. Cross iron bridge (10.2 m), **straight** ahead through hamlet of Lobo (11.2 m).
- 12.7 3.8 **Special care** should be taken at this point to run straight ahead on the main road, as the telegraph poles leave to left. Cross iron bridge (15.8 m), straight ahead through 5-roads (18 m).
- 26.1 13.4 **ADELAIDE**; direct through.
- 37.8 11.7 **WARWICK VILLAGE**.
- 37.9 0.1 Prominent fork farther end of Warwick village; take left-hand road, running straight ahead through 4-corners at church (38.2 m).
- 44.6 6.7 **KERTCH P. O.**, straight through.
- 59.0 14.4 Cross iron bridge and immediately beyond take left-hand road. Cross RR. (60 m), straight ahead into Sarnia.
- 62.4 3.4 Brick Catholic church on right-hand corner; turn left on Christina St., passing Town Hall (on left—62.8 m).
- 62.9 0.5 Christina & Cromwell Sts., brick wholesale grocery office on corner; turn right on Cromwell St. At end of street (one block), jog left and immediately right; descend short grade and cross RR.
- 63.0 0.1 **SARNIA, ONT.**, ferry slip; take International ferry (55c up), landing at bridge over Black River, Port Huron, Mich. Straight out from ferry to first left turn across iron bridge.
- 63.0 0.0 **PORT HURON, MICH.**, Military St. at Black River bridge.

Geo. E. Yoakum, Stock Michelin Tires.

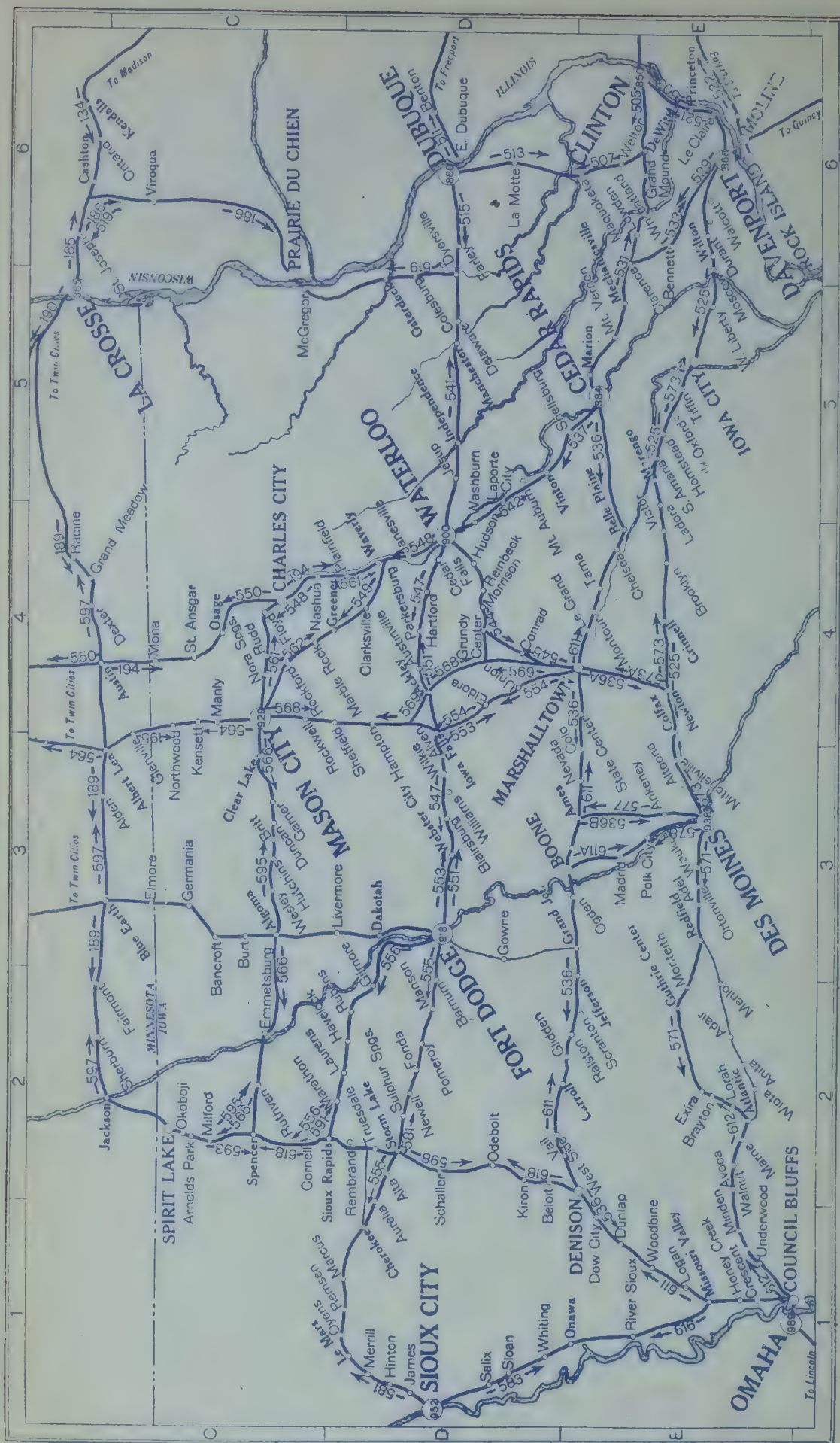
Pass U. S. Customs; if car has been covered by Broker's bond while in Canada, it is essential to have duplicate endorsed as exported, and the duplicate mailed to the party issuing same.

For diverging routes, see **Index map**, page 802.

42

THE speed testing machine used to calibrate the Warner Auto-Meter—"The Aristocrat of Speed Indicators", cost over \$10,000. It is so marvelously accurate that at 1,000 revolutions per minute it is not ahead or behind more than two or three revolutions at the end of a ten hour day.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.



The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map which is placed at head of corresponding section.

CLINTON SECTION

ROUTES 501 TO 510.

Route Center—The intersection of 2nd St. and 6th Ave., has been taken as the starting point of all routes from Clinton, as it is most convenient to hotels and garages and is practically in the heart of the city.

Points of Interest—Clinton at one time was one of the most important lumbering centers on the Mississippi, as great booms of logs were floated down the river to the numerous mills located at this point. Since this industry has moved further north, manufacturing industries have taken their place to a large extent. To-day it claims nine furniture factories, a large sash, door and blind concern, Clinton Sugar Refining Co., and Fish Bros. Mfg. Co., turning out 20,000 wagons annually. The city is well supplied with parks, probably the most notable being Eagle Point Park, north of the city on the bluffs overlooking the Mississippi River.



The Lafayette

CLINTON, IOWA

150 Rooms—100 with Bath
Special Attention to Touring Parties
ABSOLUTELY FIREPROOF
American Plan, \$2.50 to \$3.50

MORROW-COOPER HOTEL COMPANY, Proprietors



Only Fireproof Garage
in the City

Model Auto Co.

Storage, Tires and Repairs
315 S. Second Street

Clinton :: Iowa

Cadillac, Haynes and Regal Autos

CLINTON AUTO & SUPPLY CO.

M. J. DANNATT, Proprietor

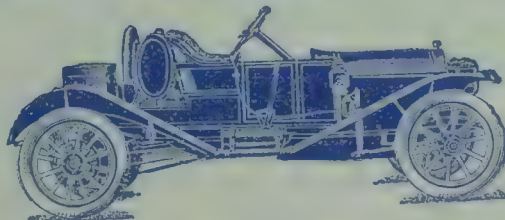
207-209 Sixth Ave.

Garage Three Doors West
of Lafayette Inn

CLINTON, IOWA

HIGH CLASS
GARAGE

Marmon, Peer-
less and Buick
Cars



HIGH CLASS
SERVICE

Special Atten-
tion given to
Tourists

Complete Stock of Tires—All Sizes. Full Line of Supplies.
Havoline, Packard Oil, Repairs, Storage, Supplies.



Route 501—Clinton, Ia., to Chicago, Ill.—147.6 m.

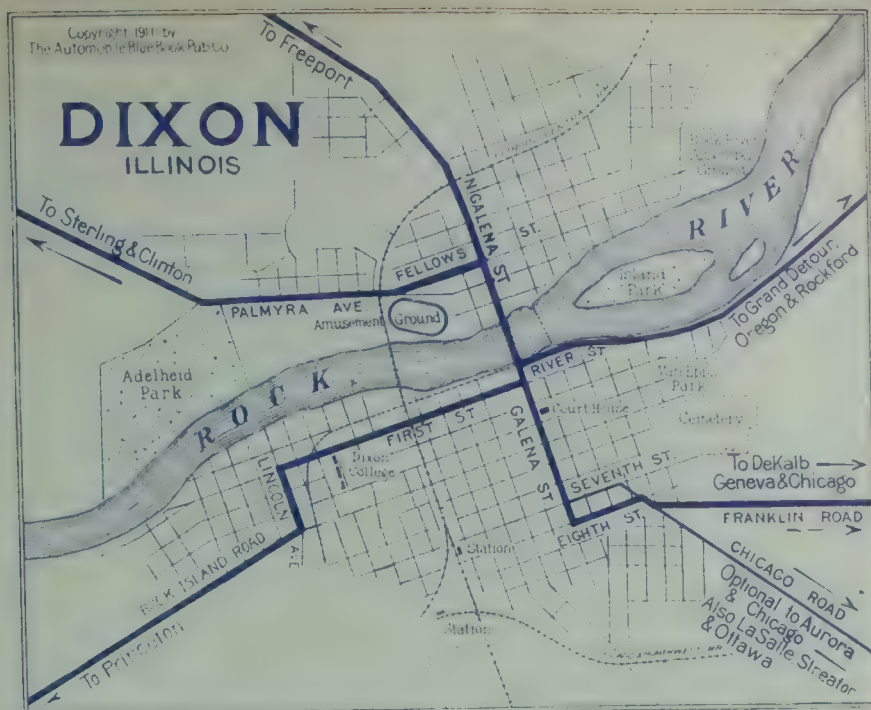
Route map, page 851

Reverse route, No. 17

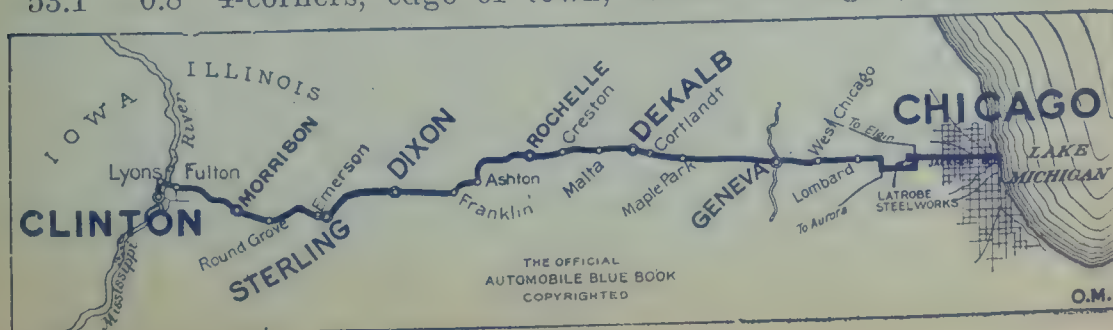
Via Sterling, Dixon and DeKalb. Good gravel and stone roads practically all the way.

MILEAGES
Total Intermediate

- | | | |
|------|------|---|
| 0.0 | 0.0 | CLINTON , 2nd St. & 6th Ave. |
| | | Go north on 2nd St., pass Clinton County Court House (on left), same thoroughfare becoming 6th St., which follow to center of |
| 2.3 | 2.3 | LYONS, IA. Main & 6th Sts. Turn right on Main St. with trolley cross RR. (2.5 m)—(trolley ends); bear right up grade onto Western end of bridge over Mississippi River—toll 20c to 30c; running off Eastern end of bridge, cross RR., to end of street in |
| 3.3 | 1.0 | FULTON, ILL. Turn right; pass Northern Illinois College buildings (on left); straight through. |
| 3.7 | 0.4 | Prominent left turn on edge of town—last electric light in 1909; turn left |
| 4.3 | 0.6 | Prominent right-hand turn; turn right and immediately left, cross 2 RR.; straight ahead across iron bridge (5.1m), running along RR. (7.8 m). Caution for sharp turns on narrow road through woods. Follow telephone line, cross RR. at Union Grove station (11.4 m), bearing right with road (14.0 m), running down grade, cross iron bridge (14.2 m), to |
| 14.9 | 10.6 | End of road; jog right and immediately left into |
| 15.1 | 0.2 | MORRISON —business center 1 block to the right;
O. Woods, Stock Michelin Tires. |
| | | Continue straight ahead on direct road through Round Grove (20.1 m), follow main telephone line, bearing right across iron bridge (25.9 m) through edge of EMERSON , |
| 26.3 | 11.2 | Prominent left-hand road; turn left with poles |



- 27.4 1.1 End of road; jog right and immediately left, to
- 28.8 1.4 Prominent right turn on edge of town; turn right with main travel and left just beyond onto 3rd St., which follow to center of
- 29.9 1.1 **STERLING**, 3rd & Locust Sts.
 Hotel Galt, Locust & Fourth Sts.
 Johnson Garage, opposite hotel.
 Western Illinois Motor Co., Locust St.
 Continue straight through with trolley on 3rd St., to end of street at
- 30.6 0.7 **Broadway**; turn left with trolley, and right just beyond, follow trolley on good gravel road—avoid good road to the right with branch trolley (31.8 m)—continue straight ahead on direct road—avoiding all intersecting roads; running under RR. with trolley (42.6 m), onto West Fellows St., which follow to
- 42.9 12.3 **Galena Ave.** Turn right with trolley, cross long iron bridge over Rock River to center of
- 43.3 0.4 **DIXON**, Galena & 1st Sts.
 Continue straight through on Galena Ave. to
- 43.8 0.5 7th St. Turn left,
- 44.0 0.2 Turn right up slight grade and left just beyond, still up hill, follow direct road, bearing right across RR. (52.0 m)
- 52.3 8.3 End of road; jog left across iron bridge and immediately right to
- 53.1 0.8 4-corners, edge of town,—school on right; turn left to



VALENTINE & SON FIREPROOF GARAGE

Supplies and Accessories
General Repairs

317
SIXTH ST. Rochelle, Ill.

- 53.3 0.2 **FRANKLIN GROVE.** Turn right and left just beyond around grain elevator, cross RR. tracks at
- 53.6 0.3 End of road; turn right, jogging right and left across RR. (54.8 m)
- 57.5 3.9 End of road; turn left, cross RR. and immediately right to end of street at
- 58.0 0.5 **ASHTON.** Turn left and immediately right;
- 58.1 0.1 End of street; turn left to
- 61.1 3.0 Right-hand road; turn right. Cross iron bridge (65.6 m), turn left with road just beyond and right (66.1 m) to southern edge of Rochelle.
- 68.6 7.5 At canning factory turn left across RR. and immediately right along tracks.
- 69.3 0.7 6th St.; turn left $\frac{1}{2}$ block and then right to center of
- 69.4 0.1 **ROCHELLE**—bank on right.
Valentine & Son, 317 Sixth St.
Turn left on Washington St.
- 70.2 0.8 End of street; turn right, going straight ahead for 5 miles.
- 75.1 4.9 End of road; turn right.
- 75.4 0.3 End of road; turn left to main street of
- 75.7 0.3 **CRESTON.** Turn left around drug store for 1 block and then right with main travel.
- 75.9 0.2 End of street; turn left and right just beyond, still with main travel.
- 77.1 1.2 Jog left and immediately right, on direct road; pass cemetery (on left—80.9 m); avoid good road to right just beyond, picking up main travel again (81.4 m), running onto fine macadam (83.7 m); follow same straight ahead, meeting trolleys at brick pavement (86.1 m); continue on main street to center of
- 87.1 10.0 **DE KALB.**
Auto Inn, Glidden Block.
Straight through, across RRs. (87.2 m & 87.6 m), running under RR. (88.5 m)—trolley ends.
- 89.0 1.9 Fork; curve left with telephone poles, straight through 4-corners (90.4 m)—road to left leads to Sycamore.
- 95.9 6.9 Prominent right-hand road—small white house and large red barn on right; turn right to next

43

OUR margin of profit is far smaller on the Warner Auto-Meter than on so called "speed indicators" selling for far less money. It costs money to employ trained watch and clockmakers instead of boys. Yet this Quality is well worth all it costs.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

The Oldsmobile The Maxwell

Both Telephones

G. H. DEANE & COMPANY

AUTO INN

Open All Night

Repairs and Supplies. Fireproof Garage

Glidden House Block, DEKALB, ILLINOIS

- 96.9 1.0 4-corners; turn left on straight road past school (97.4 m), cross RR. (98.1 m), straight through 4-corners (102.7 m)—road to left leads to Elburn.
- 108.4 11.5 Jog left and immediately right across RR. to
- 109.6 1.2 Diagonal 4-corners; turn left, bearing right with road (110.7 m), meeting trolley at RR. crossing (110.9 m), follow same on State St. to center of
- 111.2 1.6 **GENEVA**, State & 3rd Sts.
Continue straight through on State St., running down-grade, cross narrow iron bridge over Fox River, up slight grade just beyond; cross RR. (113.6 m).
- 114.9 3.7 Fork—just after passing school on right; bear left with main travel, crossing RRs. (116.5 m) to center of
- 116.7 1.8 **WEST CHICAGO**—iron water trough on left. Continue straight ahead on State St. out of town, bearing slightly right and left with road (119.0 m). **Caution** for dangerous 3rd rail crossing (119.5 m), passing small school (on right—120.3 m), straight ahead on direct road; follow main telephone line past brick creamery (on left—126.0 m) into center of
- 126.4 9.7 **LOMBARD**. Continue straight through town to
- 127.0 0.6 End of road; turn right across RR. and left just beyond, bearing left across tracks (127.4 m), straight ahead on St. Charles Road crossing RR. (129.9 m) to
- 134.1 7.1 Left-hand road just after road turns right; turn left, cross 2 wooden bridges, running under RR. (134.3 m), straight ahead, shortly running onto brick pavement, which follow to
- 135.7 1.6 **5th Ave.—Maywood**—park and hospital on right; turn square left across Northwestern tracks, meeting trolley.
- 135.8 0.1 **Lake St.**; turn right with trolleys; follow same over concrete bridge across Desplaines River (136.1 m), under RR. (136.8 m), straight through
- 138.2 2.4 **OAK PARK**—municipal building on right.
W. C. Bode, 6025 Lake St., Stock Michelin Tires.
Continue on Lake St. with trolley to
- 139.1 0.9 **Austin Ave.**—police box on right; trolleys go straight ahead; turn right, running under Northwestern tracks to
- 139.5 0.4 **Washington Boulevard**—low concrete chapel on right; turn left, follow boulevard, jogging right and left with red lights (140.5 m), running under RR. (141.3 m), straight ahead, running into **Garfield Park** (142.3 m), pass refectory building (on left) to next
- 142.5 3.0 3-corners—Robt. Burns statue on left; turn right, cross

NOTICE TO TOURISTS

Grant Park Garage

B. C. HAMILTON & CO., Prop.

is the best appointed Garage, centrally
located, near hotels and shopping districts

Phones
Calumet 2601 and 2602

1218 Michigan Ave., Chicago

trolleys at Madison St. (142.6 m) to first exit out of park.

142.9 0.4 Turn left out of park onto Jackson Boulevard, following same straight into city, crossing drawbridge over Chicago River (146.9 m) to end of boulevard.

147.6 4.7 **CHICAGO**, Michigan & Jackson Boulevards.

La Salle Hotel, La Salle & Madison Sts.

Lexington Hotel, Michigan Blvd. & 22d St.

Congress Hotel & Annex, Michigan Blvd. & Congress St.

Hotel Metropole, Michigan Blvd. & 23d St.

New Southern Hotel, Michigan Blvd. & 13th St.

The Stratford Hotel, Michigan & Jackson Blvds.

Grant Park Garage, 1214 Michigan Blvd.

Official Garage, 33d St. & So. Park Blvd.

Owen H. Fay Livery Co., 53 Plymouth Place.

For city map, see page 48. For diverging routes, see Index map, page 46.

Adams Brothers Co., 918 E. 43rd St.

Ajax Auto Company, 834 E. 43rd St.

Graham Automobile Co., 1616-24 Madison St.

Hayes Avenue Garage Co., 6556-58 Sheridan Road.

Homan Garage & Auto Livery, 3357 Colorado Ave.

Kastner Tire Repair Co., 2112 Michigan Ave.

Lexington Motor Co., 2015 Michigan Ave.

Manor House Garage, 1137 Hollywood Ave.

Matador Tire & Vulcanizing Co., 1400 Michigan Ave.

Rogers Park Garage, 7070 Southport Ave.

Schillo Garage, 945-7 Dekin St.

Star Garage & Machine Shop, 2253 Cottage Grove Ave.

The Boulevard Tire & Supply House, 615 Diversey Blvd.

The Mid West Motor Supply Co., 554 Jackson Blvd.

Triangle Company, 318 Garfield Blvd.

Wilson Avenue Garage, 4551 Kenmore Ave.

Wilcox Bros., 1308 Michigan Ave.

**Michelin
Tire
Stockists
in
Chicago**

Route 503—Clinton to Davenport, Iowa—39 m.

Route map, page 848.

Reverse route, No. 521

River route via Camanche, La Follett, Princeton and La Clair.

MILEAGES
Total Intermediate

For city map, see page 850.

0.0 0.0 **CLINTON**, 2nd St. & 6th Ave.

Go west on 6th Ave. 2 blocks to 4th St.; turn left at park, keeping ahead to drinking fountain in center of street. Turn right 1 block, turning left 1 block to Camanche Ave. (9-10 m), C. N. W. RR. tracks on left.

Keep ahead on Camanche Ave., passing stockyards (3 m). Cross bridge (3.8 m); road bends left (4.1 m). Cross RR. (4.7 m); at end of road (6 m), turn right. (Do not turn into Camanche.)

6.5 6.5 **CAMANCHE.**

Keep straight ahead to end of road (6.6 m); turn right crossing RR. (7.5 m) and bridge (7.8 m). At first road after crossing RR. and bridge, turn left with telegraph poles. White house with green trimmings at turn (8.4 m). Follow poles to end of road (9 m); turn right 300 feet, then left. Cross bridge (11.7 m); cross RR. (12.1 m), keeping ahead to

12.7 6.2 **LA FOLLETT**, RR. depot on right, stores at corner.

Turn left south, crossing bridge (13.4 m). Road bends left to Wapsipinicon River. Cross bridge (14.1 m) and again (14.4 m). At forks (16.6 m) keep with telegraph poles. Pass under viaduct, 17.5 m, crossing RR. (17.8 m): keep ahead through

18.7 6.0 **PRINCETON.**

Cross RR. (19.4 m) and bridge (20 m). Cross RR. and bridge (23 m). Cross RR. (23.1 m); road bends left and then right (23.2 m) to

23.9 5.2 **LE CLAIR.**

Road bends right and angles left and right. Cross RR. (24.9 m) and bridge (26.3 m). Cross RR. (27.2 m); cross RR. (27.6 m). From the elevation at this point, one of the best views on the Mississippi River is had. Cross bridge (28.9 m).

29.3 5.4 **PLEASANT VALLEY.**

Road is straight to Davenport. Cross bridges (33.1 m) and (32.2 m). Keep straight ahead to Mound St. Keep ahead, leaving trolley, and turning right on 4th St. Go 7 blocks on 4th St. to Main St., center of

39.0 9.7 **DAVENPORT.**

Kimball Hotel Co., Perry & Fourth Sts.

Klemme Auto Co., 106 Brady St.

Iowa Auto & Tire Co., 414 Main St.

P. C. Peterson Auto Co., 510 Main St., Stock Michelin Tires.

For city map, see page 868.

For diverging routes, see Index map, page 848.

Route 505—Clinton to Cedar Rapids, Ia.—89.9 m.

Route map, page 857

Reverse route, No. 531

Via DeWitt, Mechanicsville and Marion. Continuing the Chicago-Clinton trip into Iowa. Mostly level, with several sections of rolling country. Good dirt roads in dry and settled weather.

Descriptive Outline—This route which is continued westward from Cedar Rapids forms what is known as the Official Iowa Transcontinental Route and the association of property owners along the way are well organized to see that the road is dragged after every rain. We also understand that the telephone poles have been painted white in order to better mark the route. The trip across the state is through a very rich farming country and although there are no points of particular historical interest, we believe that especially in dry weather during the

Route 505

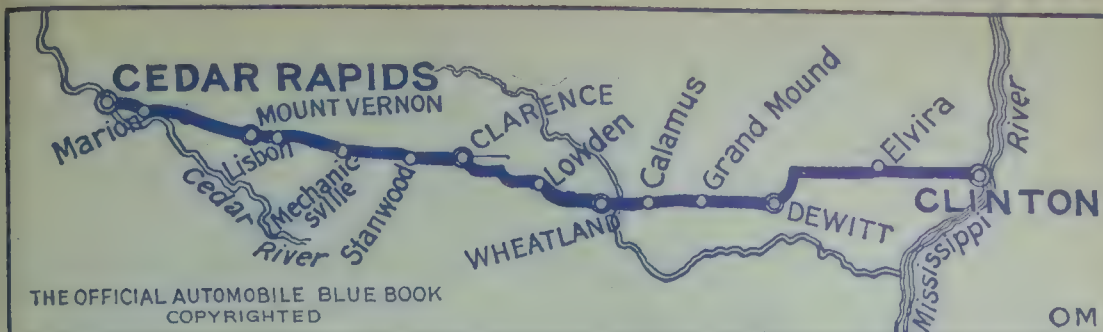
Clinton Section

summer months tourists will find this a very pleasant trip, as good time can be made and the country is more rolling than one is led to suppose who has never been in Iowa before.

MILEAGES
Total Intermediate

For city map, see page 850.

0.0	0.0	CLINTON , 6th Ave. & 2nd St. Go west on 6th Ave., on farther side of park, to
0.2	0.2	4th St. Turn right on 4th St., passing small park (on right 0.4 m).
0.8	0.6	Elm St. —church on farther right-hand corner; turn left.
1.1	0.3	End of street,—cemetery entrance straight ahead; turn right and bear left with road just beyond, curving to the right up slight grade, to
1.9	0.8	End of road; turn left with main travel, follow almost straight road on fine gravel; straight through Elvira (9.6 m), crossing iron bridge (10.7 m).
15.5	13.6	4-corners,—small white school in trees on right; turn left
16.9	1.4	Prominent cross road—meeting telephone line; turn right, bearing left with road (18.2 m), cross 2 iron bridges, turning right with road (18.8 m), follow telephone poles to
19.8	2.9	End of road;—just after road turns left; turn right
20.8	1.0	4-corners, corner of park; turn left with next right around park, to center of
21.0	0.2	DEWITT , brick water tower on right; (At this point route 507, "Clinton to Dubuque," branches to the north.) Continue straight ahead, cross RR. just beyond, to
25.7	4.7	End of road; turn left, cross RR. and immediately right, jogging left and right (26.5 m) to center of
26.6	0.9	GRAND MOUND , 4-corners; turn square right, cross RR., turn left with road (27.0 m)—avoid roads to the left leading into Calumus (32.6 m)—keep straight ahead to
34.1	7.5	End of road; turn right, cross iron bridge and immediately left, cross long iron bridge (34.8 m), jogging right and left (35.5 m), cross RR. (36.3 m), to
36.8	2.7	End of road; turn left and next right to center of
37.0	0.2	WHEATLAND . Continue straight through town,
37.4	0.4	End of road; turn right
37.6	0.2	End of road; turn left with telephone line, turning right with road (38.3 m) to
38.8	1.2	Left-hand road—cemetery on right; turn left with poles, follow direct road to
40.2	1.4	End of road; turn right, still with poles, follow road with a number of left and right turns, to
43.1	2.9	4-corners; turn left to center of
43.2	0.1	LOWDEN —4-corners; turn square right,
43.7	0.5	End of road—cemetery on left; turn left, cross RR. (45.1 m)
46.3	2.6	Right-hand road; turn right with telephone line,
46.8	0.5	4-corners—RR. crossing straight ahead; turn left with poles, pass schoolhouse (on left 49.7 m), to



- 50.7 3.9 End of road; turn right to end of road at .
- 51.7 1.0 **CLARENCE**, RR. crossing on right;
 (At this point intercept route 529, "Davenport-Cedar Rapids.")
 Turn left through center of town on direct road, cross
 RR. (56.2 m), passing center of **Stanwood** a short distance
 to the right (56.6 m);
- 59.7 8.0 End of road; turn right with telephone poles to
- 60.0 0.3 Left-hand road; turn left with poles on direct road, cross
 RR. (60.7 m). Straight through center of
- 62.5 2.5 **MECHANICSVILLE**—4-corners; continue straight ahead,
 bearing slightly left, cross RR. (65.6 m), turning right
 with road down grade (68.3 m), cross iron bridge and up
 grade, bearing left with main travel, straight to center of
- 69.5 7.0 **LISBON**—4-corners; straight through, turning left to
- 70.1 0.6 End of road; turn right, pass cemetery (on left 70.8 m).
- 70.9 0.8 Irregular 4-corners just beyond cemetery; bear right
 cross iron bridge running up grade to center of
- 71.2 0.3 **MT. VERNON**. Continue straight through on principal
 street, passing Cornell College Buildings (71.7 m);
- 71.9 0.7 Fork; turn right across iron bridge,
- 73.3 1.4 Fork; bear right, pass cemetery (on left) just beyond;
- 73.9 0.6 4-corners; turn left to next
- 74.2 0.3 Right-hand road; **caution** for sharp right turn.
- 77.5 3.3 End of road; turn right and left just beyond, pass school
 (on right),—avoid road to left (78.7 m); go up long,
 heavy grade, bearing slightly left at the top;
- 81.3 3.8 Right-hand road—(sign on left "Cedar Rapids 9 miles").
 Turn right to
- 81.8 0.5 End of road; turn left, follow main travel
- 83.0 1.2 End of road; turn right, and left just beyond (83.2 m) to
- 83.4 0.4 Right-hand road; turn right and left on 5th Ave., at edge
 of town follow same across RR. (83.9 m), pass school (on
 left 84.1 m),—(center of **MARION** over to the right).
- 84.9 1.5 End of street; turn right, cross trolley, and left imme-
 diately beyond; cross iron bridge running onto fine boule-
 vard; follow same over RR. bridge with trolley, same
 thoroughfare becoming 1st Ave., which keep past college
 buildings (89.2 m), cross RR. (89.8) to center of
- 89.9 5.0 **CEDAR RAPIDS**, 1st Ave. & 3rd St.

Montrose Hotel, Third Ave. & Third St.

Iowa Motor Car Co., Fourth Ave. & Second St.

Foy Supply Co., 3d St. & 5th Ave., Stock Michelin Tires.

For city map, see page 884. For diverging routes, see Index map, page 848.

Route 507—Clinton to Dubuque, Ia.—75.1 m.

Route map, page 848.

Reverse route, No. 513

Via DeWitt, Delmar and Maquoketa. Fairly good dirt roads but very rolling, with some heavy grades north of DeWitt.

Note—The Blue Book car did not cover the latter part of this route from DeWitt to Dubuque, but by the use of authentic county maps and reliable local information we have compiled the following route. Account should be made of the fact that the most of this is a hilly road, which will probably show its effect on the mileage.

MILEAGES
Total Intermediate

For city map, see page 850.

0.0	0.0	CLINTON , 6th Ave. & 2nd St.
		Go west on 6th Ave. on farther side of park, to
0.2	0.2	4th St. Turn right on 4th St., passing small park (on right 0.4 m)
0.8	0.6	Elm St. —church on farther right-hand corner; turn right
1.1	0.3	End of street,—cemetery entrance straight ahead; turn right and bear left with road just beyond, curving to the right up slight grade to
1.9	0.8	End of road; turn left with main travel, follow almost straight road on fine gravel; straight through Elvira (9.6 m), crossing iron bridge (10.7 m)
15.5	13.6	4-corners,—small white school in trees on right; turn left
16.9	1.4	Prominent crossroad—meeting telephone line; turn right, bearing left with road (18.2 m), cross 2 iron bridges, turning right with road (18.8 m), follow telephone poles to
19.8	2.9	End of road,—just after road turns left; turn right for 1 mile,
20.8	1.0	4-corners, corner of park; turn left and next right around park, to center of
21.0	0.2	DEWITT , brick water tower on right at corner of park. (At this point leave route No. 505—Clinton to Cedar Rapids.) Go straight ahead across RR., turning right just beyond, re-crossing tracks; follow direct road, bearing left (21.8 m) and right along tracks (22.4 m) to
23.2	2.2	Left-hand road,—schoolhouse on farther left; turn left, RR. over to the left; road is direct to
24.9	1.7	Fork; bear left to next
25.1	0.2	Right-hand road,—RR. crossing straight ahead; turn right, follow along within sight of St. Paul tracks; pass schoolhouse (on right 27.0 m); jog left and right, crossing tracks at Welton (24.3 m), bearing away from RR. to
29.5	4.4	Fork; turn right. Road is straight north, pass schoolhouse (on left 31.5 m), cross RR. tracks (34.1 m), to
34.7	5.2	DELMARS . Turn left, following main travel across 2 RRs. (35.2 m) to first
36.0	1.3	Right-hand road; turn right, pass school (on right 36.3 m); shortly running along RR., jogging left and immediately right (38.7 m), bearing left with road just beyond, and right across tracks (39.6 m), to center of
40.5	4.5	MAQUOKETA . Turn right, follow main travel straight east for 1 mile, to
41.5	1.0	3-corners; turn left, to

Dubuque Section**Route 507**

- 42.0 0.5 End of road; turn right, follow road angling off to left
- 42.7 0.7 Fork; bear left across Maquoketa River; straight through Bridgeport, passing cemetery (on left 43.5 m)—avoiding road to the right (44.2 m). Jog left and right through irregular 4-corners (46.1m). Road winds right. Straight through
- 46.9 4.2 5-corners; bearing left with main travel to center of
- 48.3 1.4 **ANDREW.** Turn left and follow main traveled road north out of town; following same on winding but direct road,—avoiding road to left (49.7 m); pass school (on right 51.2 m), and school (on right 53.2 m). Straight through small town of **Cottonville** (54.2 m), following direct road, bearing slightly left with same, cross RR. to center of
- 59.6 11.3 **LAMOTTE.** Continue straight through town on angling road, winding left and right past schoolhouse, church and cemetery (62.8 m), to
- 68.6 9.0 Fork; turn left on direct road; bear right, straight through **Key West** (71.5 m), and through **Rockdale** (72.6 m), crossing bridge just beyond, running onto Southern Ave. Straight ahead on same, shortly running onto Locust St., which follow;
- 74.3 5.7 Jog right and immediately left, cross 1st St., onto Main St., which follow to center of
- 75.1 0.8 **DUBUQUE,** Main & 8th Sts.

Hotel Julien, Second & Main Sts.

Gordon & Co. Garage, 4th & Main Sts., Stock Michelin Tires.

For city map, see page 860. For diverging routes, see **Index map**, page 848.
For through connections, see Trunk-line Index map, front of book.

VOLUME NO. 3.**New Jersey, Pennsylvania and South.**

Complete, revised, rearranged and rewritten with many new features added. This volume will include the long desired layout of routes in Western Pennsylvania, covering about five thousand miles of new routes never before properly charted.

New Jersey has not been neglected and more of her beautiful drives will now be available to users of the BLUE BOOK. This volume will have an enlarged Southern section with the carefully prepared results of the editor's recent southern trip. These notes will include all of the recommended routes in Virginia, North Carolina, South Carolina, Georgia and Florida, together with extension routes into adjoining states. Users of this edition may drive from New York to Florida via the Capital Highway, returning via the National Highway, with the opportunity of using connecting routes between the two at various points.

To the automobilist who tours more locally, your local volume may be enough. The price is \$2.50, postpaid, bound in blue, durable leather.

To the man who tours much, all four volumes will be a delightful and invaluable acquisition.

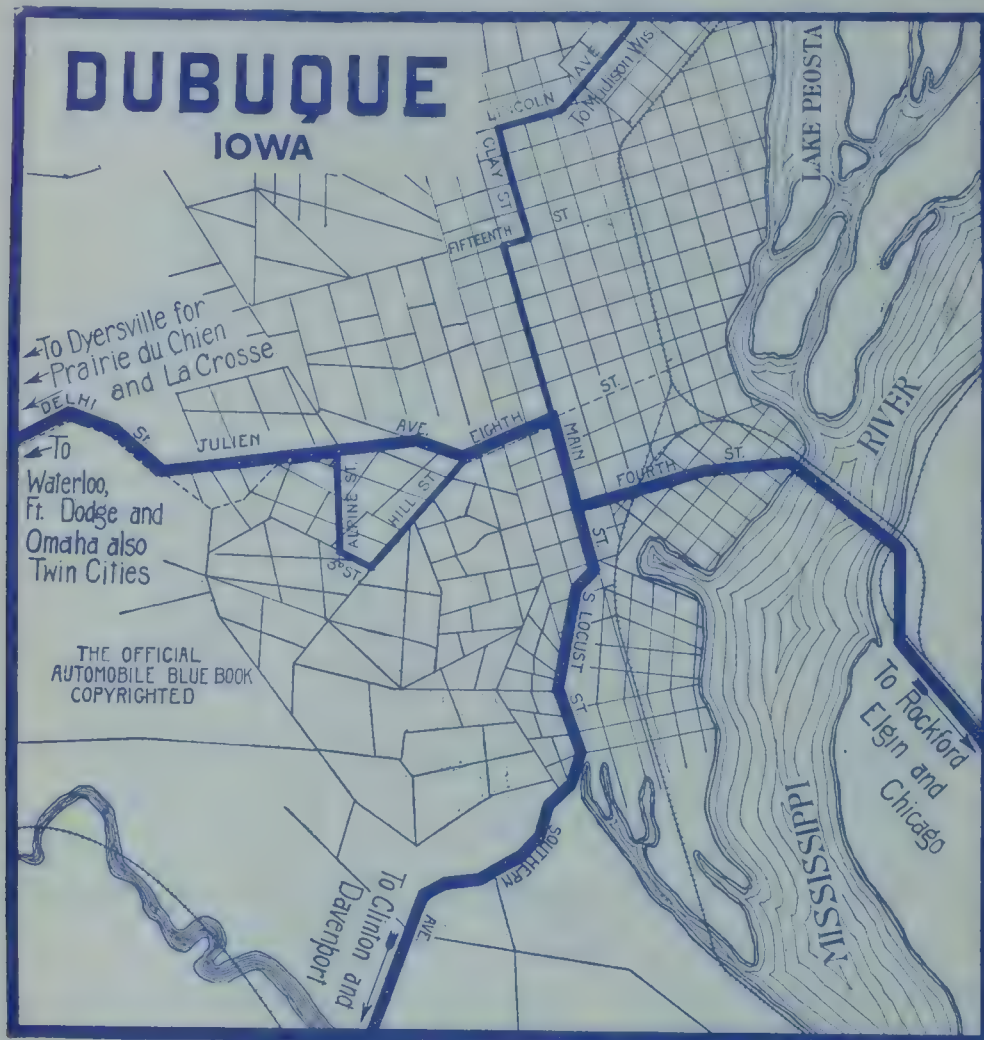
DUBUQUE SECTION

ROUTES 511 TO 520.

ROUTES 511 TO 520.

Route Center—The intersection of Main and 4th Sts. has been taken as the starting point of all routes out of Dubuque, as it is the center of the city and on through trips all routes must pass this point.

Points of Interest—Dubuque was visited by Julien Dubuque as early as 1810, although it was not settled as a town until about 1833 by several members of the Langworthy family. Like a large number of other towns on the Mississippi River, its early growth was largely due to its enormous sawmills handling logs which were floated down the Mississippi. To-day this industry, although not as extensive, is still an important factor in the city's industries, some of the largest sash door and blind concerns in the world being located here. The city also has large boat and boiler works. Points which will repay a visit are Carnegie-Stout Free Library, Union Park and the Trappist Monastery of New Mellary.



Motorists' Headquarters

Main and 4th Sts., Dubuque, Iowa

[C. C. Gordon & Co., Props.]

"All accommodations for all kinds of cars." The only machine shop and auto repair shop in the city.

Close To Hotel

HOTEL JULIEN

DUBUQUE'S LEADING HOTEL

Two blocks from Garage

Cor. of 2d and Main Sts.

Tourists Welcome

George B. McGuire, Mgr.

Route 511—Dubuque, Ia., to Rockford, Ill.—95 m.

Route map, page 848.

Reverse route, No. 95.

VIA Freeport. First half mostly clay with very steep and rough hills. Beautiful ride in dry weather CAUTION for water bars on all hills.

Descriptive Outline—This route which is continued westward from Waterloo and Ft. Dodge to Sioux City is called "Hawkeye Highway," making the third River—to—River Road. There is an association formed under the name of the Hawkeye Highway Association, consisting of property owners along the route who see that the roads are dragged after every rain.

MILEAGES
Total Intermediate

For city map, see page 860.

0.0	0.0	DUBUQUE , Main & 8th Sts. Start south on Main St. with trolleys to
0.3	0.3	4TH ST. Turn left down slight grade, cross RR. tracks (station on right—0.5 m), shortly running onto long iron bridge over Mississippi River, and bearing right at eastern end down grade along cliff. Cross RR. (1.4 m) to
1.7	1.4	4-corners, E. Dubuque . Just after passing iron water trough; turn left on brick pavement up two long, heavy grades with bad waterbars, to
3.7	2.0	Left-hand road—roadhouse on left. Turn left
4.6	0.9	Right-hand road; turn right, pass store (on left) going down winding grade to
5.1	0.5	Fork; bear right across iron bridge (5.2 m) and follow winding but direct narrow valley road to small hamlet of
7.6	2.5	FAIRPLAY, WIS. At fork (store on left), turn left and then right on direct road, avoiding all cross roads. Jog right and then left (10.4 m), pass schoolhouse (11.1 m) and brick schoolhouse (14.2 m) to center of
14.4	6.8	HAZEL GREEN (brick block on right, iron water-tower straight ahead. Turn square left to
17.1	2.7	4-corners; turn right going down long grade (18.5 m), cross iron bridge and RR. (19.2 m), up grade passing school (on right), church and cemetery (on left) and bearing right to center of
19.7	2.6	BENTON. Straight through, pass stone church (on right —19.9 m) avoid right-hand road just beyond, direct to
21.5	1.8	Right-hand road, just after crossing two iron bridges; turn right up long winding grade to
22.2	0.7	LEADMINE. Straight through down long grade, cross iron bridge (25.6 m), follow winding but direct road, bear right to center of
28.0	5.8	SHULLSBURG. Straight through, turning right (29.0 m) and left (29.3 m) to
30.4	2.4	End of road, cheese factory on left; turn right to
30.7	0.3	End of road; turn left to

Route 511**Dubuque Section**

- 32.0 1.3 Right-hand road, farmhouse on left. Turn right on winding road to
- 33.3 1.3 End of road; turn left, follow over two or three bad hills,
- 34.9 1.6 End of road—church on right. Turn left, pass school (on left) (35.6 m). **Caution** for bad hill just beyond.
- 37.0 2.1 Right-hand road; turn right to
- 37.5 0.5 End of road; turn left, avoid road to **Apple River** just beyond, pass cemetery (38.0 m), bear right and left across RR. (42.1 m) to center of
- 43.7 6.2 **WARREN, ILL.** (Band-stand just ahead). Turn left, cross RR. and immediately right past RR. station, follow along north side of tracks. Jog left and right (45.5 m) to
- 46.9 3.2 Fork; bear right across RR. to center of
- 47.1 0.2 **NORA.** RR. station just ahead. Turn square right and next left immediately beyond to
- 48.9 1.8 Fork; turn left, crossing tracks (50.6 m) and immediately right along same, passing
- 51.3 2.4 **WADHAM'S STATION** (on right), bearing left upgrade just beyond, and down long grade (52.8 m), pass cemetery (53.5 m—54.7 m) to northern edge of
- 55.6 4.3 **LENA**, business center to the right. Straight through, past creamery (on left), follow telephone line to
- 56.6 1.0 Left-hand road just before RR. Turn left with telephone line along tracks, turning right across same (57.2 m). Straight through 4-corners (57.4 m). Cross RR. (58.4 m), pass church (on right), schoolhouse (on left) (58.9 m), cross RR. (58.7 m), pass church (60.1 m), cross RR. and pass schoolhouse (61.8 m), bear right under RR. and immediately left (64.4 m), winding through woods (65.0 m), shortly passing brewery (on left) (67.0 m) and picking up trolleys, which follow to
- 67.7 11.1 **North Galena Ave.** Bear right on same to center of
- 67.9 0.2 **FREEPORT**—Stephenson & Galena Ave.—Courthouse on left.

Myers & Rosenthal, 46 Exchange St., **Stock Michelin Tires.**

Straight through on Galena Ave., cross RR. (69.5 m & 69.8 m), bear left across iron bridge and immediately right (70.6 m), pass under RR. (71.0 m) and follow almost straight road for 24 miles.

Pass brick church (73.5 m), wooden church (75.9 m), brick church (75.3 m) and a number of small wooden bridges; downgrade bearing to the left and right across RR. and trolley (65.0 m), picking up trolley (from right) (88.5 m) shortly running onto State St., past Courthouse (94.9 m) to center of

- 95.0 27.1 **ROCKFORD**—Main and State Sts.

Roberts Garage, State & Court Sts. Taylor Auto Co., Chestnut St.

For city map, see page 223. For diverging routes, see **Index map**, page 264.

Route 513—Dubuque to Clinton, Ia.—75.1 m.

Route map, page 848.

Reverse route, No. 507

Via MAQUOKETA and DEWITT. Fairly good dirt roads, but very hilly to DeWitt.

Note—The Blue Book car did not cover the first part of this route, to DeWitt, but by the use of authentic county maps and reliable local information, we have compiled the following route, which we feel sure tourists will have no trouble in following. Account should be taken of the fact that this is a hilly road and same may show its effect on the mileage.

MILEAGES
Total Intermediate

(For this and optional exits, see Dubuque city map, page 860.)

0.0	0.0	DUBUQUE , Main & 8th Sts. Go south on Main St. with trolley to end of same at
0.7	0.7	1st St. Jog right away from trolley, and immediately left on Locust St., picking up second trolley for a short distance; follow Locust St., bearing right with same onto Southern Ave., continue straight on through Rockdale to
3.5	2.8	KEY WEST , at fork just beyond store. Bear left and follow main travel, over hilly country winding to the left and right past church, school and cemetery (12.2 m)—avoid road to right (12.8 m), straight ahead to
15.4	11.9	LAMOTTE . Continue straight through town, across RR., bearing left on direct road; through diagonal 4-corners (16.6 m), pas cemetery at COTTONVILLE (20.8 m), schoolhouse (on right 21.8 m),
23.8	8.4	Fork at irregular 4-corners; schoolhouse on left. Bear left on middle road, direct with main travel to
26.7	2.9	ANDREW . Follow main travel straight south through town, to
28.1	1.4	5-corners; bear right on middle road; to
28.8	0.7	Fork; turn left, and keep right just beyond on rough road past cemetery (on right 31.5 m). Straight through Bridgeport, across Maquoketa River (31.9 m), to
33.0	4.2	Left-hand road; turn left to
33.5	0.5	3-corners; turn square right to center of
34.5	1.0	MAQUOKETA . Turn left, follow main travel straight south; cross RR.
35.4	0.9	Fork, just beyond RR. Turn left along tracks;
36.3	0.9	Jog left and immediately right,—avoiding RR. crossing; past school (on left 38.7 m) to
39.0	2.7	4-corners; turn left, cross RR. (39.8 m) to center of
40.3	1.3	DELMARS . Turn right, cross RR. tracks (40.5 m & 40.9 m), follow along tracks; past school (43.5 m), bearing slightly left (45.5 m) jogging left and right across RR. at Welton (46.7 m). Road is within sight of tracks all the way. Pass schoolhouse (on left 48.0 m) to
41.9	1.6	End of road; turn left, follow direct road; bearing right past schoolhouse (on left 51.8 m), turning left with road (52.6 m) and right (53.2 m), cross tracks (53.7 m), to
54.0	12.1	4-corners; turn left with main travel, cross RR. to center of
54.1	0.1	DEWITT , brick water tower on left,—corner of park. Go

Route 515

Dubuque Section

- straight ahead on farther side of park; turn left 1 block
- 54.2 0.1 Turn right, follow telephone poles to
- 55.2 1.0 Left-hand road; turn left—poles divide; bear right just beyond, follow direct road with poles, turning left (56.2 m), cross 2 iron bridges; turning right (56.8 m) to
- 58.1 2.9 4-corners—farm houses on diagonal corners; turn left away from telephone line to
- 59.5 1.4 4-corners,—small white school in trees on farther right; turn right, follow straight road, cross iron bridge (64.3 m). Straight through **Elvira** (65.4 m), cross iron bridges (69.9 m & 71.0 m) to
- 73.1 13.6 Prominent right-hand road; turn right, curving left with road and right around cemetery to
- 74.0 0.9 **Elm St.**—cemetery entrance on right; turn left to
- 74.3 0.3 **4th St.**—church on farther left-hand corner; turn right, passing park (on left 74.7 m), to
- 74.9 0.6 **6th Ave.**—park on farther left-hand corner; turn left to
- 75.1 0.2 **CLINTON**, 6th Ave. & 2nd St.

The Lafayette, Second St. & Sixth Ave.

Model Auto Co., 315 S. 2d St., Stock Michelin Tires.

Clinton Auto & Supply Co., 207 Sixth Ave.

For city map, see page 850.

For diverging routes, see Index map, page 848.

Route 515—Dubuque to Waterloo—90.7 m.

Route map, page 848

Reverse route, No. 541

Via Manchester and Independence; first few miles quite hilly going out of Mississippi Valley; otherwise level with fairly good dirt roads in dry weather.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 860.)

- 0.0 0.0 **DUBUQUE**—8th & Main Sts. Start west with trolleys on 8th St. to intersection of
- 0.3 0.3 **High St. & Julien Ave.**, at foot of hill. Bear right on Julien Ave. up steep winding hill with bad water bars; straight ahead (avoiding turn to the left where trolleys leave—0.9 m), and shortly pick up trolleys again at intersection of Delhi St. (1.2 m). Bear right on same to
- 1.5 1.2 Fork at end of trolley line; turn left, cross wooden bridge (2.3 m), winding left downgrade; cross iron bridge and RR. (2.8 m) up heavy grade with bad water bars to
- 3.0 1.5 Right-hand road at top. Turn right with telephone line, follow same straight through **Julien** (6.4 m), cross RR. (6.7 m) up numerous heavy grades, bearing left (9.1 m),
- 9.6 6.6 **CENTRALIA**; straight through to
- 10.0 0.4 Fork, just beyond town; bear right with telephone line to
- 11.0 1.0 End of road; turn left with poles.
- 13.9 2.9 Sharp left and right turn under RR., straight on to
- 14.9 1.0 **EPWORTH**. Straight through, cross RR. (15.8 m) to
- 18.6 3.7 End of road; jog right, then left, to end of road, center of
- 18.8 0.2 **FARLEY**. Turn right and take second left immediately beyond. Cross RR. (19.1 m) and follow telephone line to
- 21.0 2.2 Right-hand road;—school on farther right-hand corner. Turn right, bearing left along RR. for a short distance to

Dubuque Section

Route 515

- 23.2 2.2 Right-hand road, just after bearing away from RR. tracks; turn right on road leading through woods to
- 25.8 2.6 4-corners; turn right 1 block to center of
- 25.9 0.1 **DYERSVILLE.** (RR. crossing just ahead.)
Dyersville Automobile Co., Stock Michelin Tires.
Turn left on Main St., cross iron bridge (26.0 m) and 2 wooden bridges (26.9 m) to
- 27.0 1.1 End of road; turn right with telephone line, cross RR. (27.1 m) to next
- 27.4 0.4 Left-hand road just before second RR. crossing; turn left with poles, pass school (on left—28.0 m) to
- 28.1 0.7 4-corners; turn left, bearing right along RR. (28.5 m), pass school (on right) (31.9 m) and
- 33.4 5.3 Turn left and immediately right, avoiding RR., to next
- 33.7 0.3 Left-hand road; turn left and immediately right, pass white church (on right) to center of
- 34.0 0.3 **EARLVILLE.** Turn left and right immediately beyond, with telephone poles; cross wooden bridge (35.4 m); jog right and left (36.1 m)—(pass town of Delaware half mile to left—cross RR. (37.8 m), running onto Main St.
- 43.5 9.5 **MANCHESTER**—Main & Frankfort Sts. Turn left to
- 43.6 0.1 End of street—livery stable straight ahead; turn right on West Marion St., with telephone line to
- 44.0 0.4 5th St.; turn left with poles; cross RR., then
- 44.4 0.4 Jog right and immediately left to
- 44.9 0.5 End of road; turn right with telephone poles; follow same across several small wooden bridges with poor approaches. (Avoid right-hand road leading to Winthrop—58.1 m). Pass church and cemetery (58.6 m); cross RRs. (59.4 m & 60.5 m).
- 66.2 21.3 **INDEPENDENCE**—Main & Chatham Sts.
Continue straight through on Main St. over iron bridge, crossing RR. at Rock Island station (66.8 m) to end of road on outskirts of
- 74.5 8.3 **JESUP.** Turn right, cross RR. through center of town
- 75.5 1.0 Left-hand road; turn left with telephone poles, to
- 81.4 5.9 4-corners—school on farther right; turn right to next
- 82.4 1.0 4-corners—farmhouse in trees (on right). Turn left, bearing right and left across wooden bridge (85.9 m), picking up trolleys on Independence Ave. (88.8 m); cross RR. (89.3 m);—trolleys leave to the right (89.5 m)* Cross RR. (89.9 m) to second
- 90.0 7.6 Left-hand turn—5th St.—turn left to
- 90.3 0.3 **Sycamore St.**—Ellis Hotel (on left). Turn right 1 block
- 90.4 0.1 **4th St.**; turn left. Cross RR. and long concrete bridge over Cedar River, to Commercial St., center of
- 90.7 0.3 **WATERLOO**—Commercial & 4th Sts.

The Ellis Hotel, Sycamore & Fifth Sts.

Morris Motor Car Co., Opposite hotel.

For city map, see page 900. For diverging routes, see Index map, page 848.

Route 519—Dubuque, Iowa, to La Crosse, Wis.—168.0 m.

Route map, page 848

Reverse route, No. 186

Via Dyersville, Ia., to McGregor, where ferry is taken to Prairie du Chien, following ridge road most of the way through Viroqua and Cashton. A very picturesque trip in dry weather.

The Blue Book car was unable to gather that part of this trip between Dyersville and McGregor. The following directions have been compiled from accurate local information and maps and we believe tourists will have no trouble in following same.

The ferry at McGregor only runs five times a day, viz., 9:00 and 11:00 A. M.; 1:00, 3:00 and 5:30 P. M. We advise leaving some leeway for connections in planning this trip.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 860.)

- | | | |
|------|------|---|
| 0.0 | 0.0 | DUBUQUE , Main & 8th Sts. |
| | | For complete running directions on first part of this route, see Route No. 515. |
| 25.9 | 25.9 | DYERSVILLE —RR. crossing straight ahead.
Dyersville Automobile Co., Stock Michelin Tires.
Turn left on main street, crossing iron bridge (26.0 m). |
| 27.0 | 1.1 | End of road; turn right with poles across RR. to first |
| 27.4 | 0.4 | Left-hand road, just before second RR. crossing; turn left with poles, passing school (on left). |
| 28.1 | 0.7 | 4-corners; bear slightly right, straight through, crossing RR. (28.3 m). |
| 29.8 | 1.7 | End of road—RR. on left; turn right $\frac{1}{2}$ mile. |
| 30.3 | 0.5 | Turn left with main travel. |
| 31.3 | 1.0 | End of road; turn right, going straight north for 8 miles, through small town of Petersburg (34.6 m). |
| 39.3 | 8.0 | 4-corners; turn right, bearing left at road from right $\frac{1}{2}$ mile beyond, straight through Colesburg (40.8 m), past school (on left—42.3 m). |
| 43.0 | 3.7 | Right-hand road; turn sharp right with main travel, following direct road. Caution for winding downgrade into |
| 49.0 | 6.0 | OSTERDOCK —center of town.
We advise inquiry for directions out of this town, although we believe the following paragraphs to be the best.
Keep straight ahead across bridge over Turkey River and just beyond bear right along river and shortly turn left, crossing RR. at station; follow long, winding up-grade out of valley, avoiding right-hand road, which leads into Guttenberg (51.5 m), keeping straight ahead, meeting main travel again (52.7 m), keeping left at irregular 4-corners (54.2 m). |
| 54.7 | 5.7 | 4-corners—school on farther right; turn right. |
| 57.0 | 2.3 | End of road—hall on left; turn left, passing church (on right—57.2 m). |
| 58.5 | 1.5 | Forks—brick house on left; bear right, straight into |
| 61.3 | 2.8 | GARNAVILLO . Straight ahead through town; follow direct road with main travel, avoiding right-hand road (62.0 m), through 4-corners (62.5 m), straight through National (67.8 m). |
| 71.0 | 9.7 | Irregular 4-corners; bear right, past cemetery. |
| 72.0 | 1.0 | End of road; turn right, straight through small town of |

Dubuque Section

Route 519

- Girard (73.0 m), running down long, easy grade into town.
- 73.0 6.0 At large stone church (on right) turn left into Main St., following same, with poles, to ferry landing at
- 79.0 1.0 **McGREGOR.** Ferry 3 miles across river to Prairie Du Chien (charges, \$1.50 to \$2.00—see head of route for ferry schedule). Leaving ferry on Wisconsin side, go straight ahead across RRs. 1 block, where turn right, curving left with street to center of
- 79.6 0.6 **PRAIRIE DU CHIEN,** Bluff & Church Sts. Straight ahead through town on Bluff St., crossing RR. (79.9 m). **Caution** for long, winding up-grade out of Mississippi Valley (81.2 m).
- 83.5 3.9 Left-hand road—signboard on left; turn left, straight ahead to
- 88.9 5.4 3-corners; bear left with one line of telephone poles.
- 91.5 2.6 Left-hand road—church on right; turn left, going straight through **Eastman** (92.1 m), curving left with main travel (93.0 m); follow direct road, winding in places.
- 99.1 7.6 3-corners; bear right, straight through Seneca (100.2 m), passing school (on right—102.0 m).
- 104.5 5.4 **MT. STERLING.** At fork, avoid right-hand road, keeping straight ahead on winding ridge road over rather rolling country, through **Rising Sun** (112.3 m), winding through woods (115.0 m).
- 115.2 10.7 End of road; turn right around tobacco shed.
- 115.6 0.4 End of road—creamery over to the left; turn right, curving left with road. **Caution** for very narrow road on "hogsback," passing "Monument Rock" (on right—117.5 m).
- 119.3 3.7 **Liberty Pole**—left-hand road just after passing small store; turn left.
- 120.4 1.1 Right-hand road; turn right with main travel, following direct road over very rolling country.
- 122.1 1.7 Avoid right-hand road, keeping slightly right.
- 123.3 1.2 End of road; turn left, curving right with road (123.5 m) into
- 124.6 1.3 **VIROQUA,** Main & Court Sts.—bank on right. Straight ahead on Main St., crossing RR. (124.9 m) and again at Fair Grounds (125.3 m).
- 127.3 2.7 End of road—school straight ahead; turn right to first
- 127.6 0.3 Left-hand road; turn left with main travel, going straight through **Westby** (131.7 m), crossing RRs. just beyond, curving left along tracks; follow good sandy-loam road along RR., crossing same (133.9 m & 134.9 m), straight through **Newry** (136.2 m), recrossing RR. (137.0 m).
- 137.6 10.0 Just after recrossing tracks again, turn left along same.
- 138.5 0.9 4-corners; turn left around farm house upgrade, recross RR., winding downgrade through small valley.

Route 519**Dubuque Section**

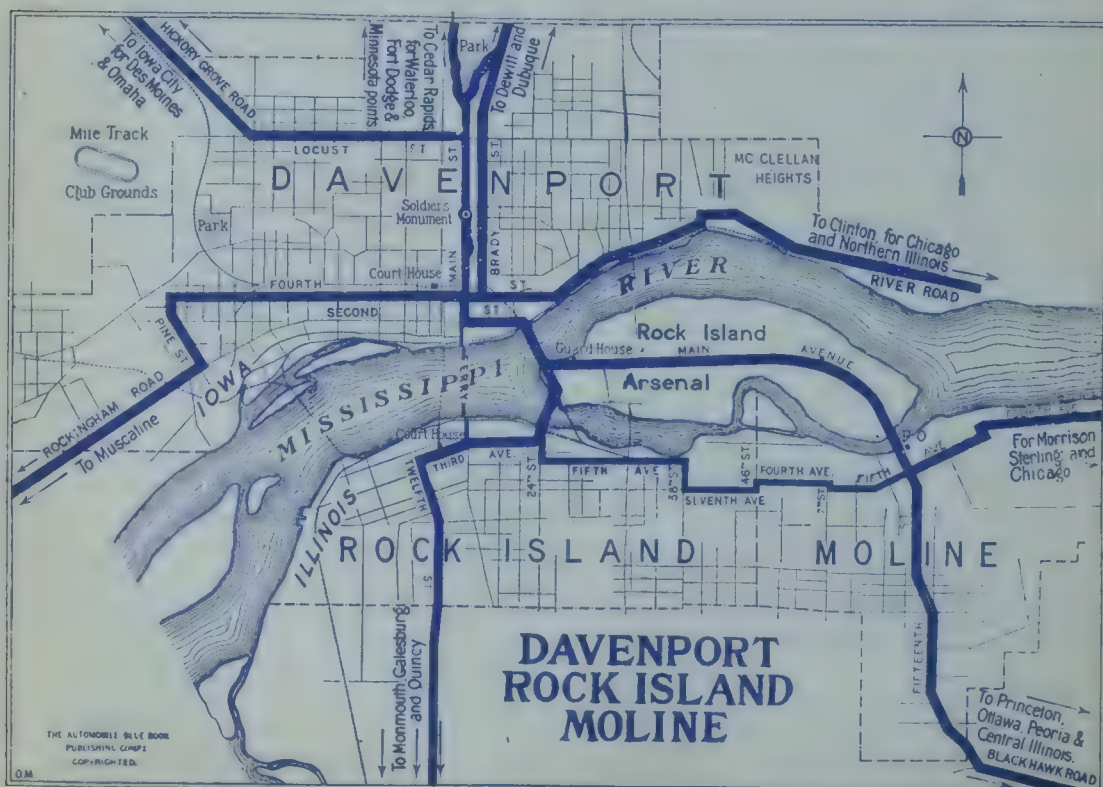
- 139.0 0.5 Right-hand road; turn right upgrade, going straight ahead to
- 140.5 1.5 Right-hand road; turn right with main travel.
- 141.0 0.5 End of road; turn right.
- 141.3 0.3 Left-hand road; turn left.
- 142.7 1.4 4-corners—church and cemetery on right; turn left.
- 143.5 0.8 **PORTLAND**. Turn right around store downgrade, curving left just beyond upgrade.
- 145.0 1.5 Left-hand road; turn left with main travel.
- 146.5 1.5 End of road; turn right, short distance beyond turn left, still with main travel, through **Middle Ridge** (149.6 m), running upgrade.
- 150.7 4.2 End of road; turn right, straight through **Newberg Corners** (152.2 m).
- 153.0 2.3 Prominent fork; bear right, avoiding right-hand road at cheese factory (153.2 m), following winding but direct ridge road through **St. Joseph** (155.4 m). **Caution** for long, winding downgrade into Mississippi Valley (161.5 m), crossing RR. (165.3 m). **Take care not to pass**
- 166.1 13.1 Left-hand road, where high electric tower may be seen over to the left; bear left immediately across RR., same becoming Jackson St., which follow to
- 167.2 1.1 **4th St.**; turn right, going straight ahead with same, following trolley to Court House, center of
- 168.0 0.8 **LA CROSSE**, State & 4th Sts.

Holway Garage, State & Fifth Sts.

P. Hofweber & Sons, 113 Main St., Stock Michelin Tires.

For city map, see page 365. For diverging routes, see **Index map**, page 366.

For through connections see Graphic Trunk-line Chart, inside front cover.



DAVENPORT SECTION**ROUTES 521 TO 530.**

Route Center—The intersection of Main & 4th Sts. has been taken as the starting point of all routes out of Davenport, as it is practically the center of the city, and although no suitable landmark is situated here, we believe tourists will have no trouble in determining the location.

Points of Interest—Davenport, Moline and Rock Island are very often spoken of as the Tri Cities, and together form one of the most important manufacturing centers in the Middle West. The largest industries in Davenport are probably

70 ROOMS
WITH TUB OR
SHOWER BATH

New

60 ROOMS
WITHOUT
BATH

Hotel Kimball**Popular Hotel of Davenport, Iowa**

ROOMS \$1.00 to \$2.50 PER DAY

Particular Attention Paid Motorists**MILLER HOTEL CO., Proprietors****W. F. Miller, Manager****Iowa Auto and Tire Co.**

414-416-418
Main Street

**Davenport
Iowa**

First-class Repair Shop
and Tire Repair Plant

NEVER CLOSED

Route 521

Davenport Section

its locomotive works and the Bettendorf Steel Car Works, although there are over 200 other concerns manufacturing a diversified list of products. In Moline are the large plants of the Moline Automobile Co., Midland Automobile Co., and John Deere and Moline Plow Co., the former making the Velie Automobile. Rock Island is one of the largest division points of the C. R. I. & P. Railroad, and on the island of the same name is located the United States Arsenal, probably having the largest ordnance manufacturing plant in the United States, employing over 2,500 men. The roads on the island are kept up in the form of fine boulevards, and a round trip over some of them is well worth while.

KLEMME AUTO COMPANY

Buick Motor Cars

Automobiles, Repairs, Storage, Supplies and Livery. Equipped to repair any make of car.

Old Phone 3875

106-114 Brady Street,

DAVENPORT, IOWA

Route 521—Davenport to Clinton, Iowa—39 m.

Route map, page 848

Reverse route, No. 503

River route via Pleasant Valley, Le Clair, Princeton, La Follett and Camanche.

MILEAGES

Total Intermediate

0.0 0.0 **DAVENPORT**, 4th & Main Sts.

Go east on 4th St. 7 blocks to Front St. Turn left, keeping ahead with trolley to where tracks turn left. Turn left one block; turn right on river road, keeping straight ahead to

9.7 9.7 **PLEASANT VALLEY.**

Keep ahead on main-traveled road through town, crossing bridge (10.1 m). Where road forks, keep to right (11.1 m). Cross RR. (11.4 m) and (11.8 m). Cross bridge (12.7 m). Cross RR. again (14.1 m); road corkscrews right and left to

15.1 5.4 **LE CLAIR.**

Road bends left (15.8 m). Cross RR. (15.9 m) and cross bridge (16 m). Cross bridge (19 m); cross RR. (19.6 m) to

20.3 5.2 **PRINCETON.**

Keep straight ahead, crossing RR. (21.2 m), passing under RR. viaduct (21.5 m). Keep ahead, following telegraph poles. Cross bridges (24.6 m) and 24.9 m). Cross bridge again (25.6 m). Keep ahead to store on left. RR. depot ahead on right.

26.3 6.0 **LA FOLLETT.**

Turn right on road paralleling RR., crossing same (26.9 m). Cross bridge (27.3 m). At forks, keep to right (28.6 m). At end of road turn right (30 m); immediately turn left on first road (30.1 m). At first cross-road turn right; do not turn into

30.6 4.3 **CAMANCHE.**

Keep straight ahead, crossing bridge (31.2 m) and RR. (31.5 m). At end of road turn left (32.4 m); at first road on right turn right (33 m). Cross RR. (34.3 m). Cross bridge (35.2 m). Pass stockyards on right (36 m).

Davenport Section

Route 522

One mile beyond stockyards turn left 1 block, turning right 1 block to fountain in center of street. Turn left, following trolley to end of small park, 6th St. Turn right 2 blocks to 2nd St., center of

39.0 8.4 **CLINTON.**

The Lafayette, Second St. & Sixth Ave.

Model Auto Co., 315 S. 2d St., **Stock Michelin Tires.**

Clinton Auto & Supply Co., 207 Sixth Ave.

For city map, see page 850. For diverging routes, see **Index map**, page 848.

For through connections, see **Trunk-line Index map**, front of book.

Route 522—Davenport to Chicago, Ill.—172.5 m.

Route map, page 851

Reverse route, No. 27

Via Moline, Erie, Sterling and DeKalb. First part of this route from Moline to Sterling is largely over unimproved roads, although no trouble is likely to be encountered as the road is of a sandy nature, which takes up all the moisture except in very bad weather.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 868.)

0.0 0.0 **DAVENPORT**, Main & 4th Sts.

Go south 2 blocks on Main St., where turn left on 2nd St.

0.4 0.4 Bear right with trolley onto long iron bridge over Mississippi River (RR. overhead).

0.7 0.3 At end of bridge turn left away from trolley.

0.8 0.1 Gates at entrance to government property—give license number and home address to guard, no publicity signs allowed on car. After passing through the gates go straight ahead on main drive between arsenal building; at triple fork keep to the right, following clearly marked signs.

3.3 2.5 Just after crossing long iron bridge repeat license number and home address to guard and go straight ahead on 15th St. across RRs. to center of

3.7 0.4 **MOLINE**, 5th Ave. & 15th St. (1 block beyond RR.).
Manufacturers' Hotel, 16th St. & Third Ave.
Shallberg & Howard Garage, 1204 Fourth Ave.

4.2 0.5 Turn left on 5th Ave., going straight ahead with trolley.
23rd St.—trolley leaves to the right; turn left 1 short block and then right along RR., following 4th Ave., straight out of city.

6.6 2.4 Left-hand road; turn left past school-house across RR. to first

6.8 0.2 Right-hand paved street—Midland Motor Co. ahead on right; turn right, passing Moline Auto Co.'s factory over to the left, going straight ahead with trolley to center of

8.1 1.3 **EAST MOLINE**—end of street; turn right with trolley and next left.

8.5 0.4 Prominent 4-corners at trolley intersection; turn left off of brick pavement, follow trolley across RRs. (8.6 m & 9.0 m).

9.6 1.1 Right-hand street in edge of Watertown—doctor's office on right; turn right, leaving trolley, keeping left across RR. (10.0 m), follow road along foot of bluffs, curving right with main travel (11.7 m). **Caution** for bad cross-

Route 523

Davenport Section

- ditch (17.5 m), still on direct road along bluffs (on left).
- 22.8 13.2 Turn right with main travel across iron bridge.
- 24.3 1.5 End of road; turn right to small town of
- 25.3 1.0 **HILLSDALE.** Straight ahead across RR.
- 27.5 2.2 Right-hand road; turn right with main travel, shortly curving left along bank of Rock River. Avoid road to the left (31.3 m), going straight ahead to center of
- 32.3 4.8 **ERIE.** Straight through town across RR. (32.9 m & 34.4 m). **Take care not to pass**
- 34.6 2.3 Left-hand road; turn left, taking next right just before RR., curving left with main travel across tracks (37.0 m), continuing straight ahead across another RR. at **Denrock Station** (38.5 m) and again at (40.4 m).
- 41.3 6.7 Left-hand road at edge of town; turn left with main travel next right.
- 41.6 0.3 4-corners—church on farther left; turn left to center of
- 41.7 0.1 **LYNDON**—Post Office on right; turn right, passing station (on left) just after turn, curving left with poles (42.2 m); follow same on direct road, which is sandy in spots, across RR. (49.4 m).
- 50.8 9.1 Just after passing through old village of **Como**, curve left with main travel, crossing RR. at **Galt Station** (52.1 m).
- 52.2 1.4 4-corners just beyond RR.; turn right.
- 53.2 1.0 Curve right, meeting road from Clinton, going straight ahead onto 4th St., which follow on brick pavement to center of

55.5 2.3 **STERLING**, Locust & 4th Sts.

Hotel Galt, Locust & Fourth Sts.

Johnson Garage, opposite hotel.

Western Illinois Motor Co., Locust St.

At this point meet Route No. 501, from Clinton, which follow the rest of the way into Chicago.

Route 523—Davenport, Ia., to Ottawa, Ill.—105.2 m.

Route map, page 873

Reverse route, No. 42

Via Moline, Geneseo and Princeton. Mostly good dirt with some stretches of gravel to Princeton, rest of the way being all gravel.

First part of this route to Princeton not fully revised for 1911, but in the main correct but not specific at all points.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 868.)

0.0 0.0 **DAVENPORT**, Main & 4th Sts.

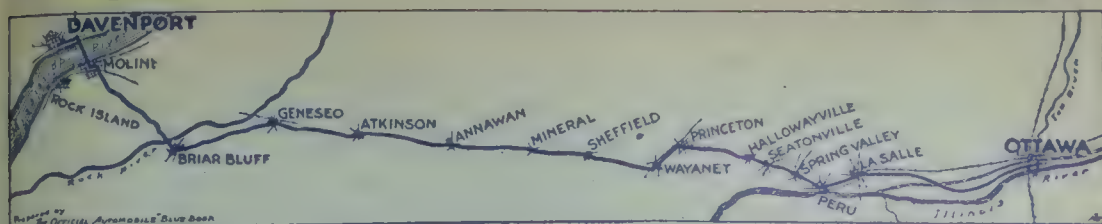
Go south 2 blocks on Main St., turn left on 2nd St.

0.4 0.4 Bear right with trolley onto iron bridge over Mississippi River (RR. overhead).

6.7 0.3 At end of bridge turn left away from trolley.

0.8 0.1 Gates at entrance to government property—give license number and home address to guard—no publicity signs allowed on car. After passing through gates go straight ahead on main drive between arsenal buildings, passing numerous relics of the Civil War. At triple fork, keep right, following signs.

3.3 2.5 Just after crossing long iron bridge repeat license num-



- ber and home address to guard and go straight ahead on 15th St. across RRs. to center of
- 3.7 0.4 **MOLINE**, 15th St. & 5th Ave.
 Manufacturers' Hotel, 16th St. & Third Ave.
 Shallberg & Howard Garage, 1204 Fourth Ave.
 Keep straight ahead on 15th St., with trolley.
- 4.4 0.7 Forks; bear left—trolley leaves at picnic grounds.
- 5.5 1.1 Turn left, running down hill.
- 5.9 0.4 End of road; turn left to first
- 6.3 0.4 Right-hand road; turn right, crossing bridge over Rock River (7.2 m); keep straight ahead.
- 7.9 1.6 End of road; turn left and just beyond turn right; follow winding road (9.4 m), turn left, following main travel, straight ahead across several small bridges.
- 17.0 9.1 **BRIER BLUFF**. Jog slightly left through town to
- 17.4 0.4 End of road; turn right and take next left to
- 22.6 5.2 End of road; turn right.
- 23.0 0.4 3-corners; turn left, going straight east into
- 28.6 5.6 **GENESEO**. Turn right 1 block past park; at red brick school turn left 1 block and then right 4 blocks, where turn left and go straight ahead through **Atkinson** (37.9 m), running along close to RR. (on left), jogging left and right across same (41.0 m), recrossing tracks at **Annawan** (44.1 m) and again (45.6 m), straight through **Mineral** (47.7 m), direct along RR. all the way into
- 53.0 24.4 **SHEFFIELD**. Keep straight ahead on Main St., through town to end of street, where turn left 1 block, crossing RR., taking next right to
- 53.5 0.5 End of road; turn left $\frac{1}{2}$ mile.
- 54.0 0.5 Right-hand road; turn right, go straight ahead under RR. (56.3 m) into
- 63.9 9.9 **WYANET**. Straight through town, keeping right at fork, pass station, follow winding but direct road.
- 68.3 4.4 **PRINCETON**, Main & South Sts.—Court House.
 For diverging routes, see **Index map**, page 150.
 Turn left 2 blocks on Main St.
- 68.5 0.2 **Peru St.**; turn right, follow same street straight out of town, pass brick school (on left—71.1 m).
- 73.1 4.6 4-corners; turn right with telephone poles on main travel.
- 73.3 0.2 Left-hand road; turn left, still with poles, shortly running downgrade past church (on right—73.8 m), cross iron bridge just beyond, bear left upgrade out of valley, still with poles; down slight grade, bearing left over iron bridge.
- 75.9 2.6 3-corners just beyond iron bridge; bear right, straight ahead to prominent left-hand road at edge of

Route 523

Davenport Section

- 77.3 1.4 **HOLLOWAYVILLE.** Turn left and immediately right through small settlement; follow direct road to
- 78.4 1.1 **SEATONVILLE** — mining town. Continue straight through, bearing right downgrade under 2 RRs. to
- 78.7 0.3 Fork just beyond 2d RR. underpass; curve left upgrade, follow telephone poles on direct road; pass road to the right (80.0 m), bearing left past school (on right) just beyond. Cross trolley (82.1 m), avoiding road to the right (83.2 m) leading into Spring Valley; straight ahead, running downgrade, bearing right across RR. (83.8 m), over RR. bridge just beyond. **Caution** for rough, winding upgrade past cemetery (on right—84.2 m).
- 84.7 6.0 End of road; turn left, meeting trolley; follow same straight ahead on worn-out stone road—trolley leaves to the right (86.4 m)—running onto brick pavement, straight ahead through northern edge of
- 87.0 2.3 **PERU**—church and school on opposite corners—business center to the right. Go straight ahead.
- 87.3 0.3 End of street; turn right 1 block and left at standpipe, meeting trolley line; follow same across iron bridge (88.4 m); same thorofare becomes 3rd St., which follow to Marquette St.
- 89.0 1.7 **LA SALLE**—business center 2 blocks to the right.
 The Harrison Hotel, W. First St.
 La Salle Garage Co., W. First St.
 Castendyck Brothers, 516 First St., **Stock Michelin Tires.**
 Turn left on Marquette St., up slight grade for 2 blocks.
- 89.2 0.2 5th St.; turn right, going straight out of town.
- 90.6 1.4 End of road; turn left with main travel and telephone poles.
- 91.8 1.2 Right-hand road—small school on right; turn right with poles on direct road, turning left (94.1 m) and right (94.6 m), pass school (on right—96.1 m) to
- 96.2 4.4 4-corners—large tree in center of road; turn right.
- 96.9 0.7 End of road; turn left, leaving telephone line; follow direct road past school (on left—101.0 m), bear right downgrade across RR., canal bridge and trolley.
- 101.6 4.7 End of road; turn left along trolley line, passing County Poor Farm (on right)—trolley leaves to the left (102.1 m). Continue straight ahead on fine gravel road, crossing RR. (103.0 m), meeting trolley just beyond; same thorofare becomes Ottawa Ave., which follow straight ahead—trolley leaves to the left (103.7 m)—to
- 104.4 2.8 **Hardin St.**—just after boulevard ends; turn left 1 block.
- 104.5 0.1 **Illinois Ave.**—meeting trolley; turn right to
- 104.7 0.2 **Clay St.**; turn left with trolleys.
- 104.8 0.1 **Main St.**; turn right, still with trolleys; cross RR. (104.9 m) to Court House center of
- 105.2 0.4 **OTTAWA**, La Salle & Main Sts.

The Ottawa Garage, 709 Columbus St., **Stock Michelin Tires.**

For city map, see page 132. For diverging routes, see **Index map**, page 150
 For through connections see Graphic Trunk-line Chart, inside front cover.

Route 524—Davenport, Iowa, to Galesburg, Ill.—48.5 m.

Route map, page 150

Reverse route, No. 74

Via Rock Island, Alpha and Henderson. After leaving the Mississippi Valley road is over slightly rolling country on fairly good natural dirt roads with some excellent views of Mississippi Valley.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 868.)

0.0	0.0	DAVENPORT , Main & 4th Sts. Go south 2 blocks on Main St., where turn left on 2nd St.
0.4	0.4	Bear right with trolley onto long iron bridge over Mississippi River (RR. overhead), leaving first bridge continue straight ahead with trolley across corner of Rock Island, crossing another bridge.
1.2	0.8	3rd Ave. , just after leaving bridge; turn right with trolley to center of
1.5	0.3	ROCK ISLAND , 3rd Ave. & 18th St.—park on right. Totten Auto Co., 1708 3rd Ave., Stock Michelin Tires. Keep straight ahead on 3rd Ave., going 2 blocks beyond Court House.
2.0	0.5	12th St. ; turn left, go straight south out of city, curving left (5.0 m), meeting trolley from the right; cross long iron bridge over Rock River (5.3 m).
5.5	3.5	Toll gate (10c); follow trolley across 4 iron bridges.
5.9	0.4	End of road; turn left with trolley, then right and next left with trolley all the way to center of
6.1	0.2	MILAN . Go straight ahead with trolley.
6.4	0.3	At cross-street where trolley ends turn right, crossing RR. (6.7 m) to first
7.0	0.6	4-corners; turn left, following main travel across iron bridge (7.5 m).
7.6	0.6	First road beyond bridge; turn right up long, easy grade, jogging left and right (8.2 m).
8.4	0.8	Left-hand road; bear left with main travel and follow angling but direct road. Avoid road to the left (10.1 m).
14.6	6.2	Jog left and immediately right through irregular 4-corners.
15.1	0.5	End of road; turn left.
16.0	0.9	3-corners; turn right.
17.4	1.4	End of road; turn left.
18.1	0.7	Turn right with poles, turning left with road (18.5 m) and right a short distance beyond; continue straight south on main traveled road, curving left and right downgrade (19.9 m), running up corresponding grade just beyond, straight through small town of Swadonia (21.6 m).
24.0	5.9	At foot of hill turn left, curving right just beyond upgrade.
24.5	0.5	End of road; turn left.
24.8	0.3	Right-hand road; turn right upgrade.
27.1	2.3	Left-hand road on eastern edge of New Windsor —church

Route 525

Davenport Section

- on right; turn left and go straight ahead through all cross-roads; cross RR. (29.9 m).
- 30.1 3.0 End of road; turn right.
- 30.8 0.7 **ALPHA**—business center on right. Go straight through on same thorofare, cross RR. (30.9 m). **Caution** for downgrade (36.0 m), crossing iron bridge at bottom, running upgrade out of valley, cross RR. (37.5 m).
- 38.4 7.6 End of road; turn left around school and immediately right; follow direct road over rolling country, winding through woods (39.5 m).
- 41.4 3.0 End of road; turn left, take next right, follow winding road to edge of
- 42.5 1.1 **HENDERSON**. Do not cross RR.; turn right around corn crib, passing station (on left).
- 43.8 1.3 End of road; turn right.
- 44.2 0.4 First left-hand road; turn left, go straight south, same thorofare becoming Seminary St., which follow on brick pavement to
- 48.2 4.0 **Main St.**; turn right to center of
- 48.5 0.3 **GALESBURG**—Park Square.

Union Hotel, north side of Square.

Square Garage, east side of Square.

For city map, see page 173. For diverging routes, see **Index map**, page 150.

For through connection see Graphic Trunk-line Chart, inside front cover.

Route 525—Davenport to Des Moines, Iowa—187.0 m.

Route map, page 877

Reverse route, No. 573

Via Iowa City, Marengo, Grinnell, Newton and Colfax. The first few miles of the route out of Davenport is on stone road, otherwise it is almost entirely a black dirt road with one or two short stretches of sand but not bad at any time.

Descriptive Outline—This route with its continuation westward from Des Moines to Council Bluffs makes what is familiarly known as the "River to River Road" and is the first of the three routes to be promoted and maintained by property owners across this rich agricultural state. The credit for forming the River to River Road Association is largely due to the work of the Des Moines Capital, carried on through one of its editors, Mr. J. W. Eichinger, and during the summer of 1911 tourists will probably find that all the telegraph and telephone poles along the route will be marked with a broad white stripe. After every rain the road is dragged and we believe that tourists not familiar with this section will find it an exceptionally enjoyable trip, as the larger part of it is over rolling country, with some fine views. This is particularly true of the trip west of Des Moines.

The first important town on the route is **Iowa City**, the first capital of the state and now the home of the State University. The old state capitol building is still standing and is used by the university as its administration building. The city takes great pride in keeping up its streets, as to pavement and shade trees, Iowa Ave., being one of the finest boulevards to be seen anywhere in the Middle West. Shortly after leaving Iowa City the route passes through **Homestead** and **So. Amana**, two towns owned by the **Amana Society**. This is a society of a religious nature originating in Germany in the early part of the 18th century. One of their most striking characteristics is their decided stand against wars of all sorts. They first came to this country and settled at Ebenezer, in western New York, later moving to Iowa, where they now own 25,000 acres of land. The society is regularly incorporated under the laws of the state. It is distinctly a co-operative organization, with the legislative management of the society in the hands of thirteen trustees, who are elected annually. They not

Davenport Section

Route 525

only successfully carry on their agricultural pursuits, but own and operate a large variety of mills, producing a great deal of material which is sold outside of the colony. Strangers are treated kindly and shown every courtesy in looking over the different villages within their property.

Grinnell is the seat of the well-known Grinnell College, which is located in the heart of the city. It is decidedly a hustling, progressive industrial city, with many flourishing industries. At Colfax the stranger may well stop a while and visit some of the springs which have made this town so well known in the Middle West. The town itself is built around the hillside like a natural amphitheater; from many points on the north side of this hill may be had some fine views to the north overlooking the Skunk River. The location of its largest hotel is on the highest point, near Chautauqua Park.

MILEAGES Total Intermediate

(For this and optional exits, see city map, page 868.)

0.0	0.0	DAVENPORT , 4th & Brady Sts.
		Go north on Brady St. with trolley under RR. (0.1 m), running up long grade.
1.0	1.0	Locust St. —police box and store on farther left; turn left with trolley, go straight ahead on Locust St.; trolley leaves to the left (1.2 m); pass St. Ambrose College (on right).
2.4	1.4	"5-points"—saloon in angle to farther right; cross trolley, bearing right into diagonal road, following macadam straight ahead, curving slightly left through dip in road (5.0 m).
6.9	4.5	Avoid road to the left, passing road-house (on left). Macadam ends just beyond.
8.1	1.2	Left-hand branch road; bear left, leaving telephone line; continue straight ahead, passing small town of Wolcott over to the left (12.6 m) and Stockton (17.2 m).
17.4	9.3	Fork; bear left over iron bridge, crossing RR. (17.9 m), another RR. (19.1 m), curving right.
19.4	2.0	End of road—cemetery on left; jog right and immediately left, avoiding RR. crossing, to
20.0	0.6	DURANT —station on right. Go 1 block beyond station, turn left, passing elevator (on right) after turn (20.2 m), 1 block beyond elevator turn right at 2 churches for 1 block and then left down grade, following main travel all the way. Cross iron bridge and go up long grade, avoiding road to the right (21.0 m).
21.6	1.6	4-corners at top of hill; turn right with main travel, running downgrade.
25.5	3.9	End of road; turn right for ½ mile.
26.0	0.5	Left-hand road; turn left with poles.
26.7	0.7	4-corners; turn right across RR. and immediately left to center of

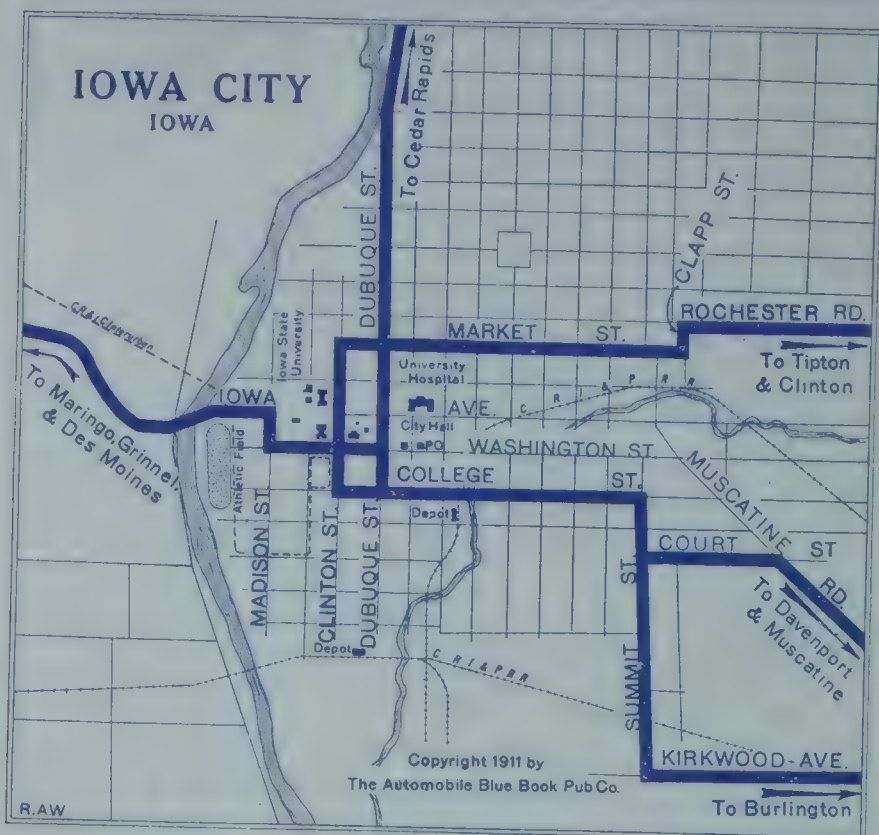


LYON AUTO CO. Garage and Machine Shop

Corner Burlington and Dubuque Streets

Telephone 566 L

IOWA CITY, IOWA



- 27.2 0.5 **WILTON.** Go straight ahead to end of street and turn left 1 block, then right, still with main travel, curving left (29.2 m), crossing RR. (29.6 m), curving right in woods just beyond, avoiding road to the left (29.9 m), which leads to Muscatine.
- 31.0 3.8 Fork; bear right across RR. and immediately left.
- 31.2 0.2 **MOSCOW**—station on left. Go straight ahead, curving left, recrossing RR. (31.4 m).
- 31.5 0.3 End of road; turn right on sandy road.
- 31.6 0.1 Turn left and next right, following sand across river bottoms. Bear right across long iron bridge over Cedar River (32.2 m).
- 32.6 1.0 3-corners just beyond bridge; turn left, shortly running upgrade.
- 33.0 0.4 Bear left, avoiding narrow road through woods. **Caution** for sharp turns on upgrade (33.3 m), follow winding but direct road, going straight ahead past **Atalissa** over to the right (36.3 m). Cross RR. (36.8 m), curving left with road (38.1 m), recrossing RR.
- 38.3 5.3 End of road; turn sharp right, recrossing RR. (38.6 m). Go straight ahead on angle road to northern edge of
- 41.7 3.4 **WEST LIBERTY.** Continue straight ahead across RR. (42.1 m), turning right with road just beyond.

Davenport Section

Route 525

- 42.5 0.8 4-corners; turn left across RR. (43.2 m), avoiding road to the right.
- 49.0 6.5 Curve left into road from right, following poles
- 49.8 0.8 Right-hand branch road—school on farther right; bear right, passing over RR. bridge (50.7 m).
- 56.9 7.1 Diagonal 4-corners on edge of city; turn left over small iron bridge, running up slight grade on brick pavement.
- 57.2 0.3 End of street; turn right 2 blocks.
- 57.4 0.2 **College St.**; turn left over RR. bridge (57.8 m).
- 58.1 0.7 **Clinton St.**; turn right with trolley to center of
- 58.2 0.1 **IOWA CITY**, Clinton & Washington Sts.
 Lyon Auto Co., Burlington & Dubuque Sts.
 Iowa City Auto Co., Stock Michelin Tires.
 Turn left on Washington St., passing college buildings (on right). Run down slight grade.
- 58.4 0.2 4-corners—gymnasium and power house on left; turn right for 1 block and then left, running under trolley. Cross long iron bridge over Iowa River. **Caution** for rather steep, winding upgrade. Follow along trolley (on right) with main travel.
- 60.0 1.6 3-corners; bear right across iron bridge.
- 60.3 0.3 **Coralville**—electric lighting plant on right. Turn left away from trolley running along RR. (on left—62.0 m) for little over a mile. Road is almost straight ahead.
- 66.0 5.7 **TIFFIN**. Continue straight ahead over rolling country. Avoid road to the left (67.5 m), curving right and left across iron bridge (67.8 m & 69.6 m).
- 71.5 5.5 3-corners; bear right (left leads into Oxford).
- 72.9 1.4 3-corners; bear right, meeting road from Oxford.
- 73.4 0.5 Left-hand road; turn left, follow rather sandy stretch straight ahead.
- 77.4 4.0 Turn left across RR. and immediately right to
- 78.0 0.6 **HOMESTEAD**. (Part of Amana Colony—see head of route.) Continue straight ahead along RR., jogging slightly right across same (79.3 m), running over RR. bridge (80.2 m).
- 80.3 2.3 Curve left across RR., turn right on short sandy stretch
- 83.2 2.9 **SOUTH AMANA**. Continue straight through southern edge of town, crossing RR. (86.2 m), recrossing same (86.7 m).
- 88.4 5.2 End of road; turn right, crossing RR.
- 88.7 0.3 Immediately beyond RR. turn left to southern edge of
- 88.9 0.2 **MARENGO**—station on left, business center to the right.
 J. A. O'Leary Auto Co., Stock Michelin Tires.
 Continue straight ahead.
- 89.1 0.2 4-corners; turn left, crossing RR. Curve right just beyond, following poles.
- 90.7 1.6 Right-hand road; turn right with poles, passing brick kilns (91.1 m), running downgrade. **Take care not to pass**

Route 525

Davenport Section

- 91.5 0.8 Right-hand road in woods; turn sharp right, crossing iron bridge. Cross RR. (93.0 m), straight ahead to
- 94.5 3.0 Left-hand road at middle of grade; turn left downgrade.
- 95.3 0.8 Do not cross RR.; turn right with main travel.
- 95.7 0.4 Turn left across tracks and immediately right.
- 96.9 1.2 Curve left and right to center of
- 97.0 0.1 **LADORA**. Straight ahead jogging right and left (97.4 m).
- 97.9 0.9 **Caution** for sharp right and left turn across RR. Continue straight ahead, running upgrade.
- 99.9 2.0 End of road; turn left across RR. (100.4 m).
- 101.1 1.2 4-corners—school on farther left; turn right with poles, following main travel over rolling country.
- 103.7 2.6 Jog right and left around church to center of
- 105.1 1.4 **VICTOR**—bank on farther right; continue straight ahead for 1 block, where turn left.
- 105.3 0.2 End of road; turn right; road is straight ahead across RR. at **Carnforth Station** (107.9 m), turning right across RR. (109.9 m). **Caution** for sharp left turn on downgrade (110.5 m), following telephone poles.
- 113.2 7.9 Just after curving left at edge of town turn right upgrade, following main travel to northern edge of
- 113.7 0.5 **BROOKLYN**. Jog left and immediately right, continuing straight ahead out of town.
- 114.6 0.9 **Caution** for left turn downgrade and immediately right upgrade, continuing straight west with poles over rolling country. **Take care not to pass**
- 122.2 7.6 4-corners; turn right with poles for 1 mile.
- 123.2 1.0 Turn left, same thorofare becomes 6th Ave., which follow across RR. (128.8 m) to
- 129.1 5.9 **Main St.**; turn left 2 blocks to center of
- 129.3 0.2 **GRINNELL**, Main St. & 4th Ave.
Central Garage Co., 810 Fourth Ave., Stock Michelin Tires.
Turn right on 4th Ave., running straight out of city.
- 130.4 1.1 End of road; turn left.
- 130.6 0.2 End of road; turn right.
- 131.7 1.1 End of road; turn left.
- 132.1 0.4 Right-hand road; **caution** for sharp turn upgrade, also using **caution** for winding upgrade (133.6 m).
- 134.5 2.4 End of road; jog left and immediately right.
- 135.6 1.1 **Caution** for sharp right turn upgrade, turning left at top.
- 136.1 0.5 Left-hand road middle of grade; turn left downgrade, jogging left and right (136.9 m).
- 137.6 1.5 End of road; turn right downgrade, following winding but direct road with main travel along RR. (on left) most of the way.
- 141.6 4.0 Jog right and immediately left to center of
- 141.9 0.3 **KELLOGG**—bank on right. Turn left down slight grade across RR., curving right with road just beyond. Follow winding road upgrade (142.7 m).



HOTEL COLFAX AND MINERAL SPRINGS

COLFAX IOWA

The Official Stopping Place

on the

Great River to River Road

Half Way Between

DAVENPORT and OMAHA

The New Hotel Colfax

Steel and Concrete, built and furnished
at a Cost of \$400,000

Steam, Vapor and all kinds of Baths

Golf and Club House

Garage, Gasoline and Supplies

Rates from \$3.00 to \$6.00

American Plan

HOTEL COLFAX, Colfax, Iowa

- 143.5 1.6 End of road; turn right, going straight ahead over rolling country. **Take care not to pass**
- 148.2 4.7 4-corners—school on farther right; turn left.
- 148.5 0.3 End of road; turn right, going straight ahead across RRs. (149.5 m & 150.1 m) to center of
- 150.2 1.7 **NEWTON**—Court House on right.
For connection to Marshalltown, see route 573A.
Continue straight ahead through town, crossing 2 RRs. (151.1 m).
- 153.5 3.3 End of road; turn left to first
- 153.7 0.2 Right-hand road; turn right, continuing straight west across RR. (156.4 m).
- 156.6 2.9 Fork just beyond RR.; bear left, crossing a number of long bridges on road over river bottoms.
- 158.3 1.7 Right-hand road immediately after crossing RR.; turn right.
- 160.5 2.2 Left-hand road.
Road straight ahead at this point reported to be improved during summer of 1911. If indications are that this has been done about a mile may be saved by keeping straight ahead to end of road where turn right picking up this route at mileage 161.6 m.
Unless improvement is apparent, turn left.
- 161.2 0.7 Turn right with main travel.
- 161.4 0.2 End of street; turn left onto Chautauqua St. to second right, where turn right onto Oak Park St.
For **Hotel Colfax** turn right at mileage 161.8 on first street before stand-pipe to end of road where turn left following direct road winding through Epworth League Park and woods to the hotel.
For center of town, keep straight ahead on Oak Park St.
- 161.9 0.5 First street after passing standpipe (on right) turn left, down steep grade to center of
- 162.3 0.4 **COLFAX**—bank on left. Straight ahead 1 block.
- 162.4 0.1 So. Locust St.; turn left.

Route 529**Davenport Section**

- 162.8 0.4 State St.; turn right, crossing RR. (163.1 m), jogging right and immediately left over RR. and trolley (163.9 m).
- 167.9 5.1 4-corners—cemetery on far left; turn left, crossing RR. (168.3 m).
- 168.4 0.5 Right-hand road immediately beyond RR. crossing; turn right.
- 168.9 0.5 **Mitchellville**—hotel on near left. Straight through.
- 171.4 2.5 End of road; turn left, crossing RR. (171.7 m).
- 172.9 1.5 4-corners—school-house on far right; turn right, passing road to the right leading to Altoona (175.9 m), crossing 2 RRs. and picking up trolley (176.8 m).
- 178.9 6.0 4-corners, immediately after crossing trolley; turn left, again crossing trolley.
- 179.9 1.0 End of road; turn right with main travel.
- 180.4 0.5 Left-hand road; turn left with poles.
- 181.4 1.0 End of road; turn right, going upgrade, crossing trolley; same thorofare becomes Easton Blvd., crossing RR. at Wayne St. Station (184.2 m).
- 184.3 2.9 Turn left with trolley onto 18th St., keeping straight ahead.
- 184.7 0.4 Turn right on E. Grand Ave., following same past state capitol (185.8 m), downgrade across 2 RRs. (186.2 m) and long iron bridge over Des Moines River (186.5 m).
- 186.8 2.1 **W. 5th St.**; turn left 2 blocks to center of
- 187.0 0.2 **DES MOINES**, 5th & Walnut Sts.

Iowa Auto & Supply Co., Fourth & Locust Sts.

Bernhard & Turner Auto C., 508 W. Seventh St.

Moyer Auto Co., 1118 Locust St., **Stock Michelin Cars.**

For city map see page 938. For diverging routes, see **Index map**, page 848.

For through connections see Graphic Trunk-line Index map, inside front cover.

Route 529—Davenport to Cedar Rapids, Ia.—79.7 m.

Route map, page 848

Reverse route, No. 533

Via Mechanicsville and Marion. Good dirt roads in dry weather.

The first part of this route, to Clarence, was not covered by the Blue Book car for 1910 work, but has been made up from reliable information and authentic county maps, and we feel that tourists will have no trouble in following directions.

MILEAGES (For this and optional exits, see Davenport city map, page 868.)

Total Intermediate 0.0 0.0 **DAVENPORT**, Main & 4th Sts.

Go north on Main St., cross RR., pass Soldiers' Monument (0.5 m) running straight across Lombard St., into entrance of

- 1.4 1.4 Central Park; bear slightly left into park and right just beyond following main driveway, bearing left (1.7 m) out of park onto Harrison St., leaving town, bear slightly left with road, pass school (on right 3.7 m), to

- 4.9 3.5 End of road; turn right, pass Green Tree Tavern, and

44

TIME was when the owner of a popular priced car thought the Warner Auto-Meter too expensive a speed indicator to use. Now he is learning better. By giving an accurate check on efficiency and forestalling repair expense, the Auto-Meter often saves its cost in less than a year.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Davenport Section

Route 529

turn left with road just beyond. Follow main travel,—avoiding all crossroads.

- 9.2 4.3 Diagonal crossroad; turn left to
- 11.7 2.5 **MAYSVILLE.** Continue straight through, follow direct road, inclining slightly north, straight through prominent crossroads (15.4m), pass church and cemetery (on right 18.1 m) to
- 19.7 8.0 End of road; turn right, through
- 19.9 0.2 Irregular 4-corners; bear left on middle road, straight across RR. at **New Liberty** station (21.1 m),
- 22.1 2.2 Diagonal cross-road; turn left with main travel on straight road, pass schoolhouse (on right—23.5 m), cross RR. (24.1 m), pass schoolhouse (on right—25.5 m), cross RR. just beyond to first
- 26.5 4.4 4-corners; turn square right across RR. to center of
- 27.5 1.0 **BENNETT.** At first crossroad after RR. turn left with main travel, crossing tracks (28.5 m),
- 31.5 4.0 Prominent crossroad; turn right, crossing RR. (33.0 m), pass school (on right 34.5 m), pass church and school (37.5 m) to end of road at
- 41.5 10.0 **CLARENCE.** Turn left straight through center of town.

For complete running directions rest of the way to Cedar Rapids, see Route No. 505.

THE PILOT ROAD MAPS

Of New England and Hudson River Districts



Series of Maps Consisting
of 103 Sectional Plates

A radical departure from the old-fashioned folded sheets which have been found so awkward to handle in a swiftly moving automobile. Bound in book form, size $9\frac{1}{2} \times 9\frac{3}{4}$, with fine black flexible leather cover, printed on tough bond paper.

A marvel of compactness, durability and easy accessibility. They show Automobile Routes, Good Roads, Poor or Unreported Roads, Trolley Lines, Grades, Railroad Crossings, (grade, subgrade and overhead), Churches, Schoolhouses, Cemeteries and important landmarks—Covering local Sections in detail beyond the limitations of THE AUTOMOBILE BLUE BOOK.

Price, \$5.00

Transparent Celluloid Holder,

bound in leather, for protecting the maps from wind and rain—a great convenience to the tourist.

Price, \$1.50

For Sale at all Supply Houses,
Garages and Leading News Stands



Published by

The Automobile Blue Book Publishing Co.,

1200 Michigan Ave., Chicago

239 West 39th St., New York City

CEDAR RAPIDS SECTION

ROUTES 531-540.

Route Center—The intersection of 1st Ave. & 3rd St., the heart of the business center, is taken as the starting point of all routes, and 1st Ave. is the main thoroughfare straight through the city for trips across the state.

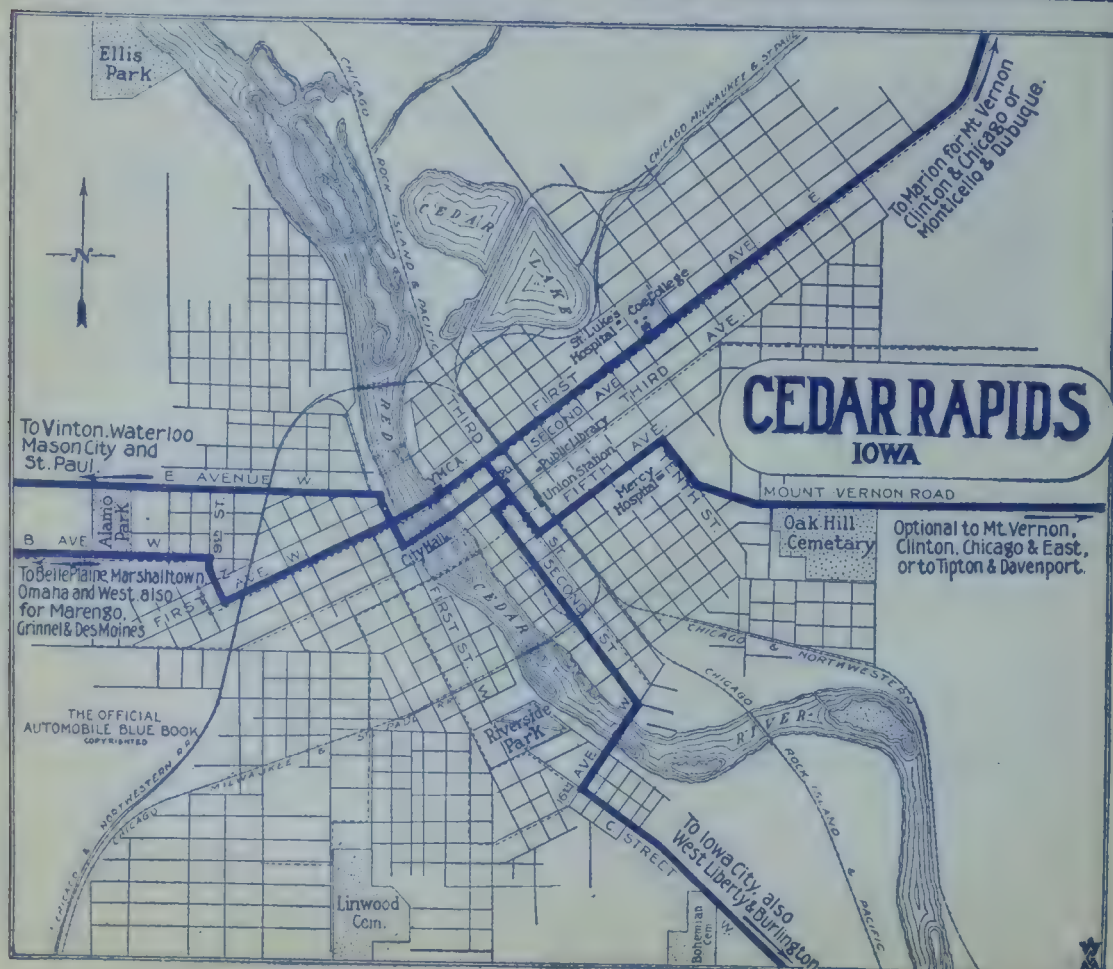
Points of Interest—Cedar Rapids is one of the most flourishing industrial cities in all Iowa, the Quaker Oats Company having one of the largest cereal mills in the country here. Douglas & Company have an enormous starch plant. In addition to this there are some eighty odd factories producing a great variety of articles. The Masonic Temple is one of the finest in the Middle West, containing the only exclusive Masonic Library in the world. The City is justly proud of its trees, having over 40 miles of paved streets, with wide boulevards eight miles in length to Marion. Coe College with nearly 400 students is located on 1st Ave., in the midst of a fine residence section.

Iowa Motor
Car Co.

Cor. 4th Ave. & 2nd St.
Cedar Rapids, Ia.

:-: :-:

Largest and best equipped
garage in the city.
Convenient to hotels.
Open all night.



Route 531—Cedar Rapids to Clinton, Ia.—89.9 m.

Route map, page 886

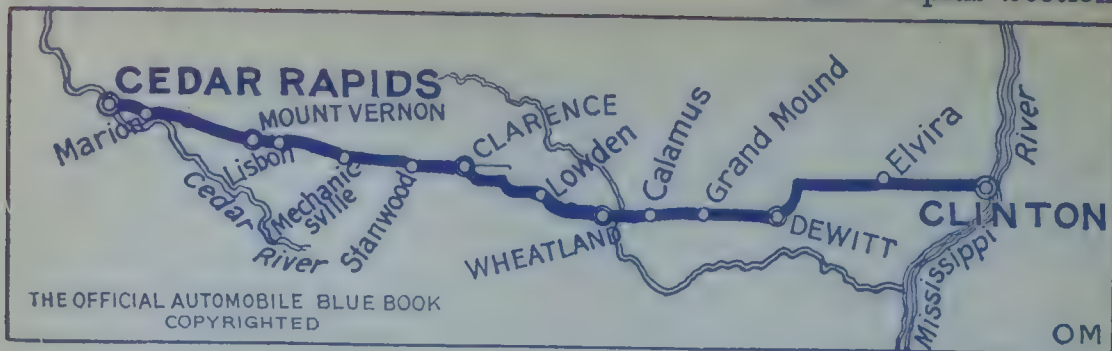
Reverse route, No. 505

This is a continuation of the main route east from OMAHA to Clinton and CHICAGO. Mostly level, with a few sections of rolling country; good dirt roads in dry weather.

MILEAGES

Total Intermediate

0.0	0.0	CEDAR RAPIDS , 1st Ave. & 3rd St. Start northeast on 1st Ave., cross RR. tracks and pass college buildings (on left—0.7 m), running onto fine boulevard, which follow with trolley, across iron bridge (4.8 m), to
4.9	4.9	Fork just beyond iron bridge; turn right, cross trolley and turn next left just beyond on 5th Ave., following same street through edge of MARION ; pass schoolhouse (5.8 m), cross RR. (6.0 m) to
6.4	1.5	Right-hand road; turn right to
6.5	0.1	End of road; turn left,
6.7	0.2	End of road; turn right to next
6.9	0.2	Left-hand road; turn left, following main travel, to
7.1	0.2	Right-hand road; turn right to
8.6	1.5	End of road; turn left to
9.0	0.4	Fork; bear right, passing road (on right) just beyond; bearing right with road down long steep grade (11.0 m), to
11.7	2.7	Fork; curve left across iron bridge,—avoid left-hand road just beyond;
12.3	0.6	End of road—school on left; turn right and left just beyond, follow winding road.
15.7	3.4	End of road; turn sharp left to
16.0	0.3	4-corners; turn right, cross iron bridge and pass cemetery (on right—16.3 m), to
17.7	1.7	Fork; turn right, cross iron bridge (17.9 m), bearing slightly left; pass Cornell College buildings to center of
18.7	1.0	MT. VERNON . Continue straight through, running downgrade across iron bridge to
19.0	0.3	Irregular 4-corners; bear left, pass cemetery (on right) to
19.8	0.8	Left-hand road—telephone poles divide; turn left, and right just beyond through center of
20.4	0.6	LISBON . Continue straight through town, to
21.2	0.8	Fork just after road bears right; turn right downgrade, cross iron bridge; caution for sharp turn at top of corresponding grade, out of valley; cross RR. (24.3 m). Straight ahead to center of
27.4	6.2	MECHANICSVILLE . Continue straight through town, bearing slightly right across RR. (29.2 m), follow telephone poles to
29.9	2.5	End of road; turn right with poles;
30.2	0.3	Left-hand road; turn left with poles, cross iron bridge (32.6 m), pass center of Stanwood over to the left (33.3 m). Cross RR. (33.7 m). Road is straight ahead into



- 38.1 7.9 **CLARENCE.** Go a short distance beyond center of town, where turn right for one mile.
(At this point Route 533, "Cedar Rapids to Davenport," leaves south.)
- 39.2 1.1 Left-hand road; turn left, cross iron bridge, pass school (on right—40.2 m), to
- 43.1 3.9 4-corners—poor road ahead; RR. crossing on left; turn right with poles, to
- 43.6 0.5 End of road; turn left, cross RR. (44.8 m) to
- 46.2 2.6 Right-hand road—cemetery on right; turn right to
- 46.7 0.5 **LOWDEN**—4-corners; turn left 1 block, and then right, turning left with road (47.0 m), following main travel with telephone line to
- 49.7 3.0 Left-hand road; turn left, still with poles, to
- 51.1 1.4 End of road;—cemetery straight ahead; turn right, and left just beyond, still with poles, to
- 52.3 1.2 Right-hand road; turn right with poles to
- 52.6 0.3 Left-hand street; turn left with main travel to center of
- 52.8 0.2 **WHEATLAND.** Straight through to
- 53.1 0.3 End of road; turn left and next right just beyond, cross RR. (53.6 m), follow almost direct road, across a number of bridges, cross long iron bridge (55.1 m), turn right with road (55.7 m), to
- 55.8 2.7 Left-hand road just after crossing bridge; turn left, follow direct road—(avoid road to right leading into **Calamus**—57.1 m); turn right with road (62.9 m), cross RR. to center of
- 63.3 7.5 **GRAND MOUND**—4-corners; turn left, jogging left and immediately right (63.4 m), to
- 64.2 0.9 Left-hand road; turn left, cross RR., and immediately right on straight road, cross RR. (68.8 m), to center of
- 68.9 4.7 **DE WITT**, brick water tower on left—corner of park;
(Route 513, "Dubuque to Clinton," comes in at this point.)
Go to farther side of park, turn left and next right
- 70.7 1.8 Left-hand road—telephone poles divide; turn left, curving right with road just beyond; follow poles, cross 2 iron bridges (71.4 m), turning right with road to
- 73.0 2.3 4-corners—2 farm houses on diagonal corners; turn left, leaving telephone line;
- 74.4 1.4 Prominent cross-road,—school entrance on farther right-hand; turn right, follow almost straight road on gravel most of the way; straight through **Elvira** (80.3 m), to

Cedar Rapids Section**Route 533**

- 88.0 3.6 Prominent right-hand road—farmhouse on left; turn right downgrade, winding around cemetery to
- 88.8 0.8 **Elm St.**, cemetery entrance on right; turn left to
- 89.1 0.3 **4th St.**—church on farther left-hand corner; turn right, follow 4th St. past small park (on left—89.5 m) to
- 89.7 0.6 **6th Ave.**—park straight ahead; turn left, pass park (on right) to center of
- 89.9 0.2 **CLINTON**, 6th Ave. & 2nd St.

The Lafayette, Second St. & Sixth Ave.

Model Auto Co., 315 S. 2d St., **Stock Michelin Tires.**

Clinton Auto & Supply Co., 207 Sixth Ave.

For city map, see page 850. For diverging routes, see **Index map**, pages 848 and 148.

For through connections, see Trunk-line Index map, front of book.

Route 533—Cedar Rapids to Davenport, Ia.—79.7 m.

Route map, page 848

Reverse route, No. 529

Via Marion and Mechanicsville. Good dirt roads in dry weather.

The latter part of this route, from Clarence to Davenport, was not covered by the Blue Book car for 1910, but has been gathered from reliable information and authentic county maps, and we feel that tourists will have no trouble in following directions.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 884.)

- 0.0 0.0 **CEDAR RAPIDS**, 1st Ave. & 3rd St. Start northeast on
- For complete running directions on first part of this route, see Route No. 531, to
- 38.1 38.1 **CLARENCE**. Go one block from center of town to
- 38.2 0.1 Right-hand street just before RR. crossing; turn right with main travel on direct road.
- Route 531—"Cedar Rapids to Clinton"—leaves to the left at 39.2 m.
- Straight ahead, pass church and school (42.2 m), pass schoolhouse (45.2 m), cross RR. (46.9 m),
- 48.2 10.0 Prominent cross-road; turn left, straight through 4-corners at RR. crossing (51.2 m), to first cross-road at northern edge of
- 52.2 4.0 **BENNETT**. Turn right with main travel, cross RR. to next
- 53.2 1.0 4-corners; turn left on direct road, cross RR. (54.0 m), pass school (on left) just beyond; cross RR. (55.6 m), pass school (on left—56.2 m), to
- 57.6 4.4 Diagonal cross-road; turn right, straight across RR. at **New Liberty** station (58.6 m), bear right with road (59.8 m).
- 60.0 2.4 Left-hand road; turn left, follow angling road past church and cemetery (61.6 m). Straight through prominent 4-corners (64.3 m). Avoid road to the right at **Maysville** (68.0 m); straight through, bearing slightly right just beyond
- 70.5 10.5 Diagonal cross-road; turn right to
- 70.7 0.2 Fork; bear left with road to
- 74.8 4.1 Left-hand road just after passing Green Tree Tavern; turn left, follow direct road with some turns, pass school-

Route 536

Cedar Rapids Section

house (on left—76 0 m), same thoroughfare becoming Harrison St., which follow to corner of

77.9 3.1 **Central Park**; bear left into park, and right just beyond with main driveway, bearing left (78.2 m), running out of park, cross Lombard St. onto Main St., which follow past Soldiers Monument (79.2 m), cross RR. at 5th St. to center of

79.7 1.8 **DAVENPORT**, Main & 4th Sts.

Kimball Hotel Co., Perry & Fourth Sts.

Iowa Auto & Tire Co., 414 Main St.

Klemme Auto Co., 106 Brady St.

P. C. Peterson Auto Co., 510 Main St., Stock Michelin Tires.

For city map, see page 868. For diverging routes, see Index map, page 848.

For through connections, see Trunk-line Index map, front of book.

Route 536—Cedar Rapids, Ia., to Omaha, Neb.—297.2 m.

Route map, page 889

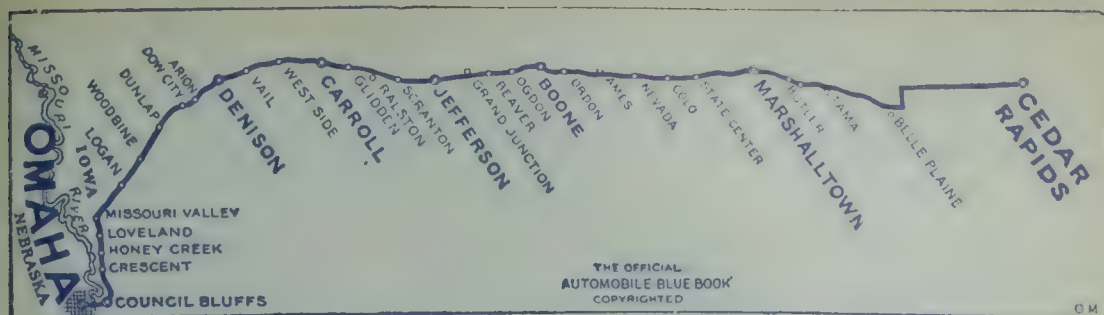
Reverse route, No. 601

Via Marshalltown, Boone and Denison. Mostly level, with a few rolling sections; fine farming country practically all the way. Good dirt roads in settled weather, but almost impassable in wet weather on account of "gumbo" (local term for a very sticky mud) encountered on nine-tenths of the distance.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 884.)

0.0	0.0	CEDAR RAPIDS , 1st Ave. & 3rd St. Go west on 1st Ave., cross long iron bridge over Cedar River (0.2 m), cross RR. tracks (0.9 m), to
1.0	1.0	9th St. Turn right with trolley 2 blocks to
1.2	0.2	B Ave. W.; turn left with trolley, straight out of town—trolley ends (1.6 m);
1.7	0.5	Jog left and immediately right through irregular 4-corners.
2.7	1.0	Jog left and immediately right through irregular 4-corners. Road is straight west for 27 miles; pass church (on right—4.9 m). Avoid road to the left (5.2 m); pass school (on left); pass school and church (19.9 m) to
29.8	27.1	Prominent cross-road—road straight ahead is grassgrown, small school entrance (on right); turn left to
34.2	4.4	End of road—RR. embankment straight ahead; turn right, running upgrade, follow winding road for a short distance, pass cemetery (on right).
35.8	1.6	End of road; turn left and right just beyond (do not cross RR.). Straight to center of
36.3	0.5	BELLE PLAINE . Go straight through town, following main travel, bearing right with same to
37.2	0.9	Prominent cross-road on edge of town; turn left with telephone poles, cross RR. (37.8 m) and 3 wooden bridges (38.2 m), pass school (on right—41.0 m), cross large iron bridge (42.7 m) to center of
42.8	5.6	CHELSEA —4-corners; turn right, cross 2nd iron bridge, follow main traveled road, bearing left with poles to
45.0	2.2	End of road; bear right and left, still with poles, continue



- on direct road, cross RR. at **Gladstone** station (49.9 m).
- 52.8 7.8 End of road; jog right, and next left with poles; jogging right and left with road (53.2 m), pass cemetery (on right); straight ahead, cross trolley tracks (54.3 m), through northern edge of
- 54.3 1.5 **TAMA**—business center on the left. Continue straight ahead with telephone poles, to
- 54.6 0.3 End of road; turn right.
- 54.8 0.2 End of road; turn left, follow telephone line, cross RR. (55.2 m), bearing right along RR. (56.7 m), to
- 57.1 2.3 Fork; turn left, cross tracks, follow main travel through **Indian Reservation**; cross long iron bridge over Iowa River, to
- 58.4 1.3 Fork—RR. crossing straight ahead; turn right to
- 59.5 1.1 End of road; turn right, cross small wooden bridge; turn left with road, just beyond; follow direct road with main travel all the way, winding through woods (61.1 m), running upgrade to
- 62.1 2.6 Right-hand road; turn right, cross RR.—(station on left)
- 62.3 0.2 Left-hand street just beyond RR.; turn left to center of
- 62.4 0.1 **MONTOUR**—4-corners;—First National Bank on left; turn right, to
- 62.6 0.2 End of street; turn left, cross iron bridge, running up slight grade; follow direct road to (**caution** not to pass left-hand road)
- 64.3 1.7 **BUTLERVILLE** (only a few houses). Turn left and right just beyond with main travel, follow same up winding grade; **caution** for bad rocky surface on 3 downgrades on direct road; straight through **LeGRAND** (66.8 m), cross RRs. (67.5 m & 70.2 m), bearing right with road over iron bridge (70.8 m) to
- 71.4 7.1 4-corners; turn right, pass school (on right) just after turn; bear left with road (72.4 m) to
- 74.0 2.6 Prominent cross-road—telephone poles in all directions; turn right, follow main travel to
- 74.7 0.7 4-corners; turn left to
- 74.9 0.2 **9th Ave.**; turn right one short block, and left on May St.,
- 75.5 0.6 **So. 3rd Ave.**—Marshall Oil Co. on the right; turn right, cross RR. tracks—station on left (75.7 m); cross second RR. (75.8 m). Straight ahead with trolley to

Stoddart Hotel

MRS. ELLA STODDART & SON, Props.

MARSHALLTOWN, IOWA

EUROPEAN PLAN---RATES 75c, \$1.00, \$1.50 PER DAY

STODDART CAFE E. A. STODDART, Proprietor **Finest Cafe in the State**

ELKS' BUILDING

SPECIAL ATTENTION GIVEN TO TOURISTS

THE ELDRIDGE-BEEBE AUTO CO.

14-18 North First St.

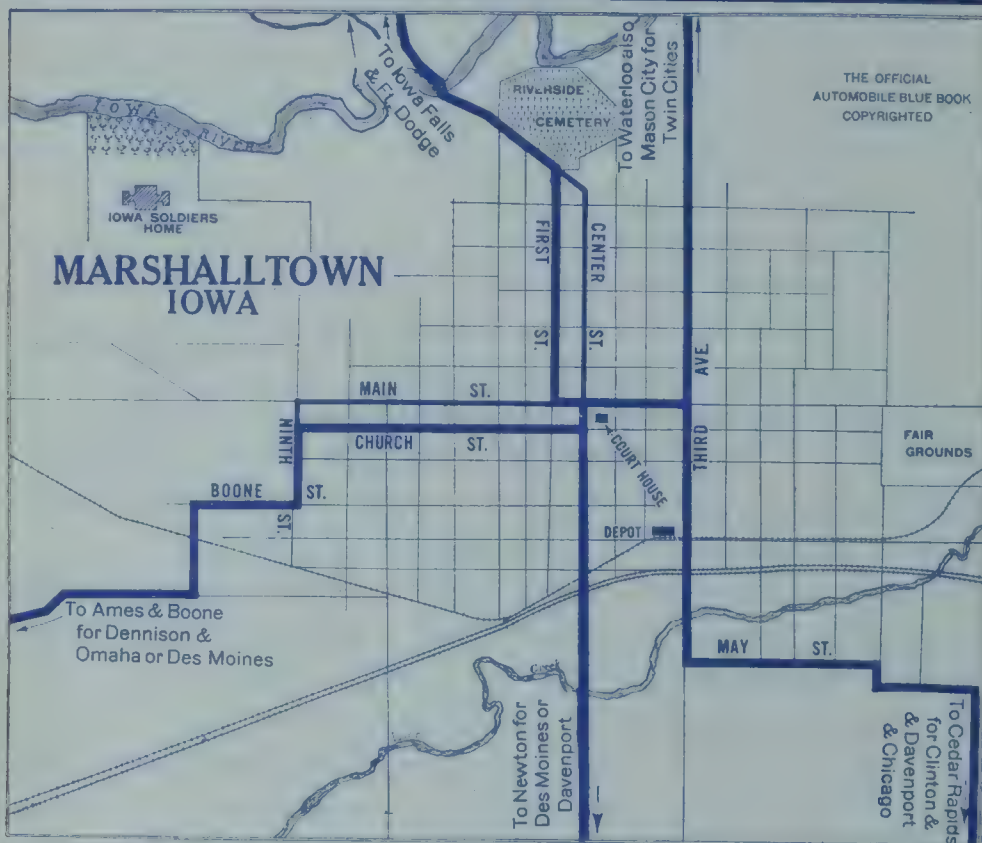
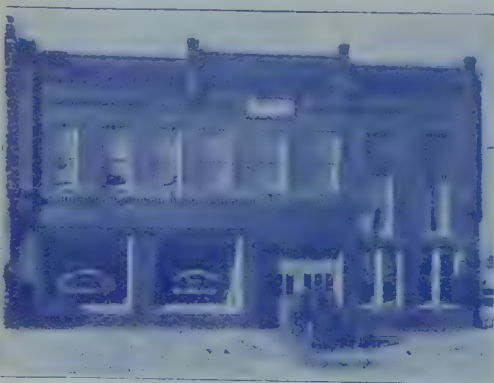
Marshalltown,

Iowa

Official AAA

FIRE-PROOF GARAGE

Storage, Repairs and Supplies of all kinds



- 76.2 0.7 **Main St.**—turn left, to Court House,
 76.4 0.2 **MARSHALLTOWN**—Main & Center Sts.

The Stoddart, Main & Third Sts.

Eldridge-Beebe Auto Co., 14 N. First St.

Marshall Auto Co., 122 E. Main St.

Johnston Automobile Co., Stock Michelin Tires.

For diverging routes, see page 917.

- Turn left around Court House on Center St. 1 block to
 76.5 0.1 **Church St.** Turn right on same to end of asphalt pavement, to
 77.2 0.7 **9th St.**; turn left on pavement to
 77.4 0.2 **Boone St.**; turn right with telephone line, to
 77.6 0.2 Left-hand road; turn left with poles, cross RR., turning



MARSHALL AUTO CO.

E. MAIN ST.
One and a half blocks
from hotel

MARSHALLTOWN, IOWA

right with road just beyond, up slight grade, follow winding but direct road, cross RR. (81.0 m), and concrete bridge (81.5 m) to

- | | | |
|-------|-----|---|
| 81.9 | 4.3 | Fork; turn right on winding road to |
| 83.5 | 1.6 | End of road; turn left, up slight grade; caution for sharp right turn at top; |
| 90.5 | 7.0 | Turn right and immediately left; straight ahead, passing through southern edge of |
| 91.0 | 0.5 | STATE CENTER —business center to the right—brick school on right; straight ahead, cross RR. (91.2 m), to |
| 91.3 | 0.3 | 4-corners just beyond RR.; turn left, and right just beyond, passing blacksmith shop (on left); follow direct road with left and right jog (91.6 m). |
| 92.6 | 1.3 | End of road; turn left with poles, to |
| 92.9 | 0.3 | Right-hand road; turn right, follow telephone line, to |
| 98.8 | 5.9 | 4-corners—cemetery on farther right; turn right, still with poles, turning left with road (99.3 m) to |
| 99.4 | 0.6 | Right-hand road—(poor road straight ahead); turn right, turning left (99.6 m), past grain elevators (on right) to |
| 99.8 | 0.4 | COLO. Continue straight through town to |
| 100.0 | 0.2 | End of street; turn right, cross RR. to |
| 100.3 | 0.3 | End of road—white house with white picket fence on left; turn left on main traveled road, curving left; cross RR. (103.8 m), running over high long bridge over RR. Straight ahead to center of |
| 107.1 | 6.8 | NEVADA , 4-corners.
Continue straight through town, passing 2 cemeteries on opposite sides of the road (107.7 m); same thorofare becoming Boone St., which follow to southern edge of |
| 115.2 | 8.1 | AMES —Boone St. & Duff Ave., business center to the right;
(At this point route No. 539, to Des Moines, leaves to the left.) Continue straight ahead on Boone St., cross RR. (115.7 m), and concrete bridge (116.2 m), pass between buildings of the Iowa State Agricultural College to |
| 117.5 | 2.3 | End of street; turn right, shortly running down sharp grade; turning left with road (118.3 m), follow almost straight road to |

HOTEL HOLST

BOONE, IOWA

EUROPEAN PLAN

CRUMP & TALBOT, Proprietors

Everything new.

All the comforts and conveniences of a thoroughly modern hotel.

Private baths and rooms en suite.

BOONE AUTO CO.

Repairs and Supplies

BOONE, IOWA

Opp. new Hotel Holst
Opposite PostOffice

- 124.5 7.0 4-corners—red barn and windmill on left; turn right, cross RR. (125.4 m), to
- 125.5 1.0 4-corners just beyond crossing; turn left, straight through **Jordan** (125.8 m), follow along tracks to
- 126.5 1.0 End of road; turn right to next
- 126.9 0.4 4-corners—meeting telephone line; turn left, running under trolley (128.7 m) to
- 128.9 2.0 End of road; jog right, cross RR. and immediately left with poles, to
- 129.9 1.0 Irregular 4-corners; turn right, still with poles, keeping straight ahead with main travel, to
- 131.3 1.4 **Storey St.** Turn right on brick pavement, follow same to center of
- 131.6 0.3 **BOONE**, 7th & Storey Sts.
Hotel Holst, Eighth St.
Boone Auto Co., Eighth St.
Crary Motor Car Co., Stock Michelin Tires.
Turn right on 7th St., pass park (on left—131.9 m), to
- 132.8 1.2 **Marion St.** Turn left on brick pavement, shortly picking up trolley, to
- 133.0 0.2 **3rd St.** Turn right with trolley to Court House in **Old Boone**.
- 133.1 0.1 Turn left and right around Court House, for 2 blocks,
- 133.3 0.2 Turn left and next right to
- 133.4 0.1 End of street; turn left and right just beyond, passing school (on left).
- 133.6 0.2 End of street—meeting telephone line; turn left and right with road just beyond; **caution** for long winding downgrade, pass brick kiln at the bottom on winding narrow road; crossing long iron bridge over Le Moine River to
- 135.2 1.6 End of road; just beyond bridge; turn left, with poles, follow same on direct road, turning right (135.7 m), pass brick school (on left—136.8 m). **Caution not to pass left turn—**
- 137.0 1.8 Left-hand road;—(road straight ahead upgrade); turn left down slight grade, fording small creek, bearing left on winding narrow upgrade; **caution** should be used for short distance at top of grade (137.8 m), running onto good road again, follow same past church (139.5 m), cross

Cedar Rapids Section

Route 536

RR. just beyond, jogging right and left (140.8 m) to center of

- 141.7 4.7 **OGDEN.** Continue straight through center of town for a short distance,
- 142.0 0.3 4-corners; turn left with main travel away from RR.
- 142.3 0.3 End of road; turn right, pass cemetery (on left—142.5 m), turn right with road (146.8 m), cross RR. to
- 146.9 4.6 Left-hand road just after RR. crossing; turn left to end of street just beyond center of
- 148.0 1.1 **BEAVER.** Turn left, across RR., and immediately right
- 149.1 1.1 End of road; turn right, cross RR., and immediately left, following along tracks,
- 152.6 3.5 4-corners; turn left, cross tracks, and immediately right just beyond at brick school and cemetery; straight ahead
- 153.0 0.4 **GRAND JUNCTION**—business center to the right; Straight ahead, cross Rock Island tracks, to
- 153.2 0.2 4-corners—blacksmith shop on right; turn left, to
- 153.5 0.3 End of street; turn right, and next left with telephone line,
- 153.8 0.3 Right-hand road; turn right with poles, pass cemetery (on right—154.7 m), turning left with road (156.5 m) on direct road to
- 157.2 3.4 Right-hand road—(poor road straight ahead); turn right on direct road, cross RR. (160.7 m) on Main St., which follow to Court House in
- 161.1 3.9 **JEFFERSON, Main & Cherry Sts.**
Irvin Auto Co., Stock Michelin Tires.
Continue straight through on Main St., follow telephone line, bearing left with road (162.2 m), and right (162.5 m), cross long iron bridge to
- 164.1 3.0 Fork just beyond bridge; turn left with main travel up heavy grade, bear right at top, and then left to
- 164.8 0.7 Right-hand road; turn right with poles, to
(For nearly 2 miles road has numerous turns, through Scranton, but is practically main travel all the way.)
- 170.2 5.4 Right-hand road; turn right with poles, and left (170.7 m).
- 170.9 0.7 Right-hand street; turn right, cross RR. to center of
- 171.3 0.4 **SCRANTON**—4-corners; turn left, and next right, to
- 171.5 0.2 End of street; turn left, and next right to
- 172.1 0.6 Left-hand road; turn left, pass cemetery (on right—173.1 m) to
- 174.1 2.0 End of road; turn right to
- 175.4 1.3 4-corners; turn left, cross small concrete bridge on direct road, pass school (176.4 m)—avoid good road to the left leading into **Ralston** (177.4 m). Curve right, cross RR. (179.4 m)—avoid road to the left just beyond;
- 182.4 7.0 4-corners, edge of town; turn right, cross RR. to
- 182.7 0.3 4-corners—church on left; turn left to center of
- 182.9 0.2 **GLIDDEN**—bank on farther right-hand corner; turn right to.

Route 536**Cedar Rapids Section**

- 183.4 0.5 End of road; turn left, follow almost straight road past cemetery (184.1 m), under RR. (189.9 m), same thoroughfare becoming 6th St., which follow to Court House, center of
- 190.6 7.2 **CARROLL**, 6th & Main Sts.—hotel on right;
Swaney Auto Company, 215 W. 5th St., Stock Michelin Tires.
Turn left around Court House, and right on farther side, on 5th St., which follow for about 2 blocks, to
- 190.8 0.2 Left-hand street just beyond station (on left); turn left, cross 2 RR. tracks, and right just beyond with telephone line; jogging right and left through irregular 4-corners (191.2 m). Road is straight for about 11 miles, cross RRs. (192.0 m & 193.0 m). Avoid good roads to right leading into **Arcadia** (199.3 m). Go up long grade (202.0 m), and then downgrade to
- 202.3 11.5 End of road at top of second grade; turn right with poles to next
- 202.8 0.5 Left-hand road—RR. crossing straight ahead; turn left to
- 203.0 0.2 Prominent right-hand road—(road straight ahead upgrade); turn right with main travel, bearing left to
- 203.2 0.2 **WEST SIDE**. Go a short distance beyond center of town; turn left with street (203.4 m), and right just beyond, follow telephone poles, turning right with road (203.9 m) to
- 204.2 1.0 Left-hand road—RR. crossing straight ahead; turn left with poles, follow direct road over rolling country, winding left downgrade, cross RR. to
- 206.8 2.6 End of road; turn left, follow direct road along tracks to
- 209.2 2.4 **VAIL**—station on left; continue straight through on built-up road, following main travel—road is close to tracks most of the way, bearing right; cross iron bridge (210.1 m)—avoiding road to the right; bear left just beyond, close to tracks again, turning right upgrade;
- 212.3 3.1 4-corners in middle of grade; turn left downgrade, running along RR. again, follow direct road to
- 217.8 5.5 End of road;—baseball grounds on right; turn left and right just beyond, running onto Railroad St. Straight to edge of
- 218.4 0.6 **DENISON**, Main & Railroad Sts.—business center to right at top of hill;
At this point intercept route No. 609, "Okobojo to Omaha."
Turn left 1 block on Main St., and then right, passing station (on left), cross RR., turning left with road just beyond (218.9 m).
- 219.1 0.7 4-corners just after 2nd RR.; turn right along tracks, curving right, cross RR. (219.4 m)—avoid 2nd crossing; turning left between tracks; bear right across tracks at (220.1 m). Straight ahead, cross wooden bridge and iron bridge (220.5 m);
- 220.7 1.6 **Caution for sharp right and left turn around white house.**
- 221.9 1.2 Fork; turn left—(road to right goes upgrade); jog left

Cedar Rapids Section

Route 536

- and right around school (223.1 m), running along RR. again (223.6 m), bearing right away from tracks.
- 225.9 4.0 Left-hand road; turn left, follow main travel, with telephone line, curving left past church (on right—226.1 m),
- 226.2 0.3 RR. crossing straight ahead; turn right and next left.
- 226.3 0.1 End of street; turn right to center of
- 226.4 0.1 **ARION**—brick bank on farther right; turn left, bearing right past station, curving left with main travel, cross RR. (226.9 m) on direct road to
- 227.8 1.4 Left-hand road—large elm tree on left; turn left, cross 2 RRs. (228.3 m), curving right with road to center of
- 228.9 1.1 **DOW CITY**. Continue straight through, running along tracks, bearing left away from same upgrade (232.1 m), follow telephone line and main travel, cross tracks (233.8 m), to
- 234.3 5.4 End of road; turn left, cross RR., follow telephone poles on direct road, to
- 237.2 2.9 Diagonal 4-corners—small brick power plant on farther right; turn right to center of
- 237.6 0.4 **DUNLAP**—2 brick bank buildings on left; turn left and next right, curving left downgrade, follow main traveled road out of town, picking up telephone line (on left—238.1 m) to
- 240.1 2.5 Right-hand road—(signpost on corner, “To Woodbine”). Turn right with poles to
- 240.9 0.8 3-corners; turn left, cross iron bridge, follow poles on direct road, bearing left up slight grade (244.7 m), to
- 245.1 4.2 Right-hand road; turn right with poles, following same on winding road to
- 247.2 2.1 4-corners just beyond iron bridge; turn right with poles, follow winding but direct road, cross 2 RRs. (248.5 m), to
- 248.8 1.6 End of road;—brick kiln over to the right; turn left to
- 249.2 0.4 **WOODBINE**. Continue straight through town; cross 2 RRs. (249.5 m), cross iron bridge (250.3 m) to
- 252.2 3.0 Right-hand road in middle of upgrade; turn right downgrade, leaving telephone line.
- 253.0 0.8 3-corners; turn left, curving right with road (254.7 m) upgrade; jogging right and left to
- 255.6 2.6 Left-hand road; turn left around school.
- 256.6 1.0 End of road; turn right with telephone line, follow same on direct road with numerous right and left turns, to
- 258.3 1.7 Right-hand road; turn right, leaving poles, turning left with road (258.8 m) to
- 259.0 0.7 End of road; turn right,—meeting telephone poles again; running downgrade, follow main travel across RR. (259.5 m & 259.6 m), to
- 259.7 0.7 Left-hand road in middle of grade; turn left, following main travel to park in
- 260.0 0.3 **LOGAN**. Turn right, and left around park; running

Route 536 - A

Cedar Rapids Section

- down slight grade, pass small electric power plant (on left), bearing right along tracks—avoid all intersecting roads; turning right with poles (261.9 m), to
- 262.2 2.2 Left-hand road; turn left, follow main travel, with poles.
- 264.5 2.3 Left-hand road at top of grade; turn left, cross small wooden bridge, still with poles to
- 265.8 1.3 End of road; turn left past school (on left), follow winding direct road, jogging right and left (269.0 m), to
- 269.1 3.3 **Erie St.** Turn right to
- 269.4 0.3 **MISSOURI VALLEY**, 6th & Erie Sts.
- At this point meet Route No. 573, "Sioux City to Omaha." Turn left on 6th St., cross 2 RRs.—station (on right), follow direct road, crossing a number of wooden bridges.
- 271.4 2.0 Fork; turn right with poles, cross RR. just beyond; follow winding but direct road along foot of bluffs; straight through **Loveland** (273.9 m), pass **Honey Creek** station (278.5 m). Just beyond bear left with road (278.7 m), up long winding grade; **caution** for bad waterbars;
- 279.7 8.3 Fork at top of grade; turn left, **downgrade**; straight ahead to
- 281.1 1.4 **REELS STORE**; end of road, turn right—meeting telephone line; follow main traveled road direct to
- 284.7 3.6 **CRESCENT**. Continue straight through. **Caution** for narrow winding road through cut in bluffs (285.5 m). Road is direct, bearing right at small triangular plot (291.7 m) onto Broadway, follow same to center of
- 292.6 7.9 **COUNCIL BLUFFS**—Broadway & Pearl Sts.
- Continue straight ahead on Broadway—(block pavement for a short distance); cross 2 RRs. (293.1 m), running onto fine boulevard, follow same to eastern end of bridge over Missouri River (296.1 m)—toll 15c to 30c; running off western end of bridge onto Douglas St., which follow to center of
- 297.2 4.6 **OMAHA**—Douglas & 16th Sts.

New Henshaw Hotel, Fifteenth & Farnam Sts.

Hotel Rome, Fifteenth & Douglas Sts.

Electric Garage Co., 2216 Farnam St.

Guy L. Smith's Garage, 2205 Farnam St.

For city map, see page 989. For diverging routes, see **Index map**, page 917.

For through connections see Trunk-line Index map, front of book.

Route 536A—Marshalltown to Newton, Iowa—30.8 m.

Route map, page 917

Reverse route, No. 573A

The Blue Book car was unable to cover this route during the season of 1910, but it has been gathered from the best obtainable information and will be found very handy as a short cut to those from northern and Minnesota points going into Iowa.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 890.)

0.0 0.0 **MARSHALLTOWN**, Center & Main Sts.

From Court House (on left) go south, crossing RRs. (0.5 m, 0.6 m & 0.7 m).

4.6 4.6 Irregular 4-corners; straight through, bearing right with road immediately beyond and left at (5.0 m), crossing RR. (8.1 m).

Cedar Rapids Section**Route 536 - B**

- 8.9 4.3 End of road; turn right, passing school-house (on left).
 9.2 0.3 First left-hand road just beyond school-house; turn left with telephone poles.
 11.7 2.5 **Laurel**—4-corners (road ahead immediately crosses RR.); turn right, crossing RR. (12.3 m).
 14.7 3.0 4-corners—school-house on far right; turn left.
 17.2 2.5 4-corners—school-house on near left; turn right.
 18.6 1.4 4-corners; turn left, passing school-house (on right—23.2 m), jogging right and immediately left with road (23.6 m) and again (24.2 m).
 24.6 6.0 End of road; turn right, jogging left and immediately right with road (26.0 m).
 26.2 1.6 Left-hand road just beyond cemetery on near left; church on far right; turn left, jog right and immediately left with road (29.6 m).
 30.0 3.8 End of road; turn right and immediately left with road, crossing 2 RRs. (30.3 m).
 30.8 0.8 **NEWTON**, Main St.

For diverging routes, see Index map, page 917.

Route 536B—Ames to Des Moines, Iowa—32.1 m.

Route map, page 917

Reverse route, No. 577

MILEAGES
 Total Intermediate

- 0.0 0.0 **AMES**, Boone & Duff Sts.—southern edge of town.
 Just south of tracks go straight south on Duff St. for nearly 8 miles, crossing RR. (6.4 m), meeting trolley from the right just beyond; follow same for over a mile, where turn left with road (7.7 m).
 8.2 8.2 End of road; turn right, continuing straight south past **Hukley** over to the right (9.4 m), crossing RR. (9.5 m).
 16.3 8.1 End of road—school on left; turn right to first
 16.8 0.5 Left-hand road at trolley crossing; turn left, follow trolley straight south, jogging right and left across same (18.8 m), curving left across tracks (20.8 m); take first right and first left with main travel to center of
 21.1 4.3 **ANKENY**. Go east 1 block from center of town, where turn right.
 21.3 0.2 4-corners immediately after crossing RR.; turn left along tracks, curving right away from same (21.8 m); straight ahead through all cross-roads, passing County Poor Farm buildings (25.4 m), through old mining settlement of **Marquesville** (26.3 m), same thorofare becomes 14th St., which follow straight ahead to
 29.5 8.2 **Washington Ave.**—brick school on right; turn right, leaving trolley to first paved cross street.
 29.8 0.3 **12th St.**; turn left, crossing RR. (29.9 m), picking up trolley from the left (30.5 m).

For Routes to Ft. Worth, Tex., see Kansas City Section; for Trancontinental Routes see Route Nos. 1001 to 1012.

Route 537

Cedar Rapids Section

30.8 1.0 **Grand Ave.**—historical building on right; turn right with trolley to far side of Capitol building, where turn left 1 block then right onto Locust St., which follow straight ahead across long concrete bridge (31.6 m) to center of

32.1 1.3 **DES MOINES**, Locust & 5th Ave.

Iowa Auto & Supply Co., Fourth & Locust Sts.

Bernhard & Turner Auto C., 508 W. Seventh St.

Moyer Auto Co., 1118 Locust St., Stock Michelin Cars.

For city map, see page 938. For diverging routes, see Index map, page 917.

For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 537—Cedar Rapids to Waterloo—59 m.

Route map, page 917

Reverse route, No. 542

Via VINTON; fair dirt road through level country with 1 or 2 sandy spots; good in dry weather.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 884.)

0.0	0.0	CEDAR RAPIDS , 3d St. & 1st Ave. Go west on 1st Ave., across long iron bridge over Cedar River (0.3 m), to
0.4	0.4	1st Ave. W. ; turn right 1 block to "E" Ave., where turn left, cross RR. (0.8 m), pass Alma Park (on left—1.3 m), and brick schoolhouse (on right—2.6 m), up a fairly steep grade, to
3.0	2.6	Right-hand road in middle of upgrade; turn right shortly, bearing to left; pass schoolhouse (4.8 m), and just after crossing wooden bridge at fork (5.4 m), bear right over iron bridge and across RR. (6.2 m), to
6.8	3.8	4-corners—wood school on left; turn left to next
7.5	0.7	4-corners; turn right with telephone poles, cross RR. (9.8 m) and cemetery (10.1 m); follow direct road, with some turns, to
10.9	3.4	PALO . Straight through, cross RR. (11.4 m), pass schoolhouse (on right—14.2 m), to
14.6	3.7	4-corners at foot of slight grade; turn right with telephone poles, cross RR. (16.4 m)—station on left—over iron bridge (16.5 m), to main street of
16.6	2.0	SHELLSBURG . Turn left to next street—
16.7	0.1	4-corners; turn left with telephone poles, cross RR. to
19.5	2.8	Right-hand road; turn right with poles and follow winding road over wooden bridge (20.0 m), pass wooden schoolhouse (22.1 m), church and cemetery (on right—22.8 m), to
23.0	3.5	4-corners; turn right, cross small wooden bridge to next
24.0	1.0	4-corners; turn left on main traveled road, bearing left to
25.2	1.2	End of road; turn right to

45

EVERY year more makers of Quality Cars are furnishing the Warner Auto-Meter, "The Aristocrat of Speed Indicators," as regular equipment. This superb instrument makes the cars easier to sell and is besides an outward evidence of the quality which exists in the car itself.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Cedar Rapids Section**Route 537**

- 25.8 0.6 End of road; turn left and right just beyond (26.0 m), bearing left over iron bridge (26.1 m); follow direct road past fair grounds (27.3 m), cross RR. (28.0 m)—station on right—to center of
- 28.2 2.4 **VINTON**—Courthouse on farther left-hand corner; Bryan Auto Co., Stock Michelin Tires.
Turn left on Main St., past Courthouse; cross RR. (28.7 m), to
- 32.3 3.3 Left-hand road; turn left, still with poles, to next
- 33.2 0.9 Right-hand road; turn right, following telephone poles past schoolhouse (34.2 m), cross RR. (35.6 m), to
- 36.2 3.0 End of road; turn left across RR. (36.3 m), and **immediately** bear right, through
- 36.6 0.4 **MT. AUBURN**—station on right. Straight through, cross RR. (36.9 m), to
- 38.0 1.4 4-corners; turn left to
- 38.4 0.4 Right-hand road; turn sharp right with telephone wires
- 39.2 0.8 Left-hand road; turn left to
- 40.1 0.9 End of road; turn left with telephone poles, cross RR. (41.8 m), and wooden bridge just beyond; follow telephone line to
- 44.5 4.4 **LA PORTE**. Straight through, cross iron bridge (44.6 m & 47.6 m), jogging left and immediately right across RR. (47.8 m), pass schoolhouse (47.9 m).
- 51.1 6.6 Turn left and immediately right with poles, to
- 52.3 1.2 **WASHBURN**. Straight through; bear right across RR. (56.9 m), and left (57.9 m), shortly running onto Commercial St., cross RR. (58.8 m), to center of
- 59.0 6.7 **WATERLOO**, Commercial & 4th Sts.

The Ellis Hotel, Sycamore & Fifth Sts.

Morris Motor Car Co., Opposite hotel.

For city map, see page 900. For diverging routes, see **Index map**, page 917.

For through connections see **Trunk-line Index map**, front of book.

VOLUME No. 1**NEW YORK AND CANADA**

Carefully revised and in greater part rewritten, showing for the first time a complete exposition of all of the available motor routes in the Adirondack section, with connections into New England and Canada.

Particular attention has been paid to important routes in the rest of the state from Utica to Watertown, Elmira to Jamestown, Elmira to Ithaca, and Binghamton to Port Jervis, together with about double the number of connections from New York into Pennsylvania.

A revised and rearranged Canada section will appear in this volume, and all available lake and ferry connections into Canada will be shown.

THE ELLIS HOTEL

(European Plan)

Waterloo, Iowa



The Ellis, Waterloo, Iowa

In center of Auto District.
Ranking with the leading hotels
of the Central West. 150 out-
side rooms; 70 with bath.

R. W. Johnston & Co., Proprs.

Also Operating The Wauhousa, Ft. Dodge, Ia.

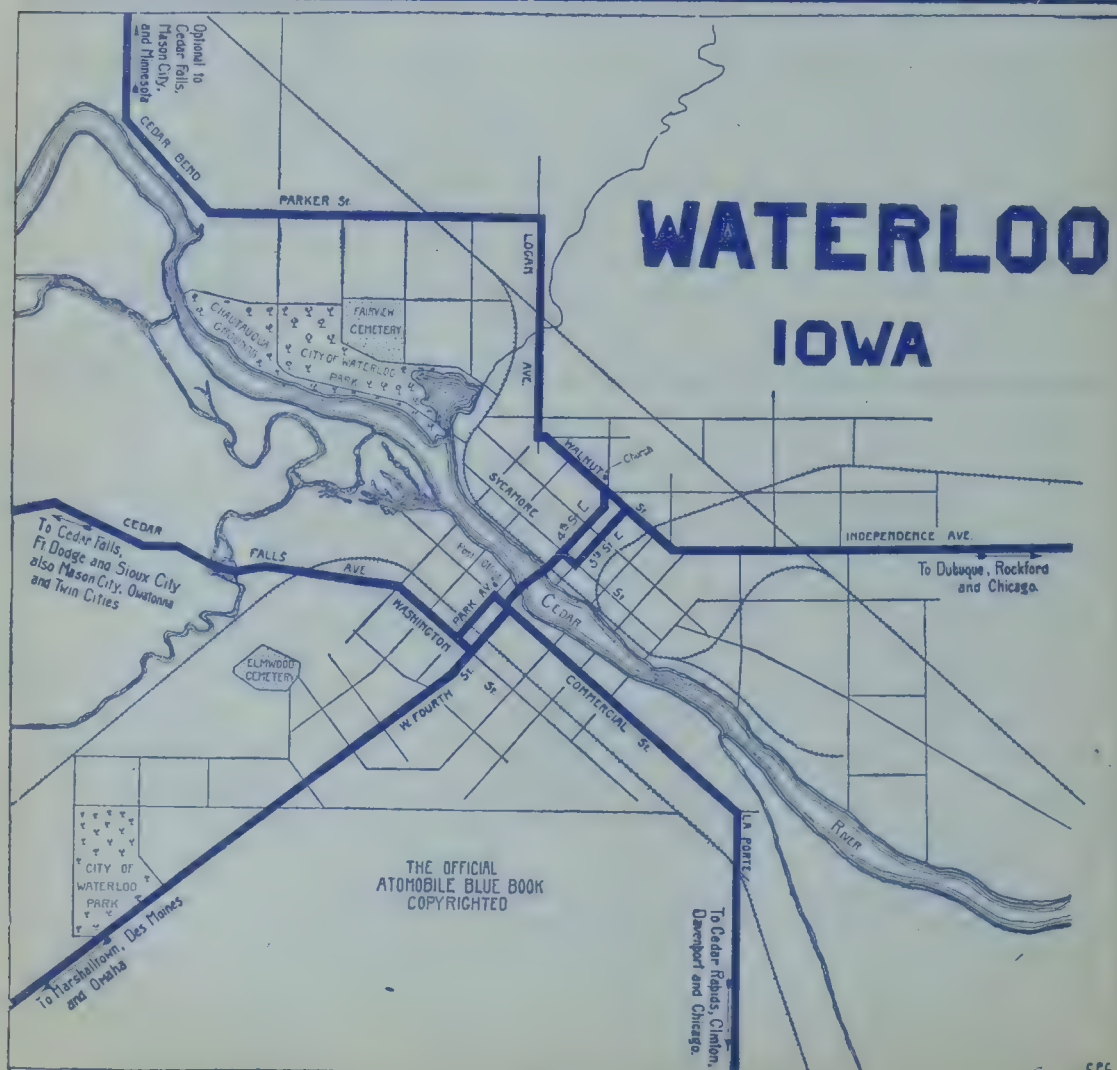
The Official Blue Book Station

at Waterloo will be easily found by tourists by the large electric sign, which reads:

"Home of the Cadillac"

Our garage has every advantage from the tourist's standpoint, being centrally located, and directly opposite Fifth Street Entrance to Ellis Hotel. Tourists will find our garage equipped to care for their needs, in the way of storage, supplies and expert mechanics. We solicit your patronage, and prompt, careful service is guaranteed.

Look for the sign. **Morris Motor Car Co.** 211 East Fifth St. WATERLOO, IA.



WATERLOO SECTION

ROUTES 541 TO 550.

Points of Interest—Waterloo is one of the most flourishing cities in Iowa, with a large number of important manufacturing industries, the most prominent of which probably are the Iowa Dairy Separator Company and the Litchfield Manufacturing Company. The Mason Auto is also manufactured here. Located on both banks of the Cedar River there are numerous attractive drives, particularly through the City Park and Chautauqua Park on the northwest side of the city, extending for a considerable distance along the river.

Route 541—Waterloo to Dubuque—90.7 m.

Route map, page 917

Reverse route, No. 515

Via Independence and Manchester; mostly level road, fairly good dirt; last few miles into Dubuque are hilly.

MILEAGES

Total Intermediate

0.0	0.0	WATERLOO —Commercial & 4th Sts. Start north on 4th St., crossing long concrete bridge over Cedar River, and RR., to
0.3	0.3	Sycamore St. ; turn right 1 block to
0.4	0.1	5th St. — Ellis Hotel on farther left-hand corner. Turn left to
0.7	0.3	End of street at Walnut Ave.; turn right on same, cross RR. (0.8 m) and just beyond bear left on Independence Ave., picking up trolleys (from the right—1.2 m). Cross RR. (1.4 m)—trolleys end (1.9 m)—; bear left and right across wooden bridge (4.8 m) to
8.3	7.6	4-corners, farmhouse in trees on farther right-hand corner. Turn right to next
9.3	1.0	4-corners; school on right. Turn left to
15.2	5.9	End of road. Turn right with telephone poles to center of
15.7	0.5	JESUP ; straight through, cross RR. to
16.2	0.5	End of road; turn left; road is straight for over 8 miles; cross RR. at Rock Island station (23.9 m) onto brick pavements—Main St.—which follow across large iron bridge to center of
24.5	8.3	INDEPENDENCE —Main & Chatham Sts. Straight through over iron bridge (25.1 m), cross RR. (30.2 m. & 31.3 m); past cemetery and roads leading to Winthrop (32.1 m & 32.6 m). Avoid right-hand road (33.2 m). Straight on, crossing iron bridge just ahead— Caution for several small wooden bridges with poor approaches. Straight on to
45.8	21.3	End of road. Turn left with telephone poles.
46.3	0.5	Jog right and immediately left, shortly running onto 5th St., which follow to
46.7	0.4	Marion St. , just after RR. crossing; turn right with poles to
47.1	0.4	End of same—(livery stable on right). Turn left 1 block to center of
47.2	0.1	MANCHESTER —Main & Frankfort Sts.

Turn right on Main St. and follow same out of town

Route 542

Waterloo Section

- across RR. (52.9 m); jog right and then left (54.6 m) to end of road, at
- 56.7 9.5 **EARLVILLE.** Turn left and immediately right, pass white church (on left), to
- 57.0 0.3 End of street; turn left and immediately right to
- 57.3 0.3 End of road; turn left and immediately right, crossing small iron bridge (57.9 m); pass schoolhouse (on left) (58.8 m). Road turns left away from RR. (62.2 m) to
- 62.6 5.3 4-corners; school on right; turn right to
- 63.3 0.7 End of road; turn right with telephone poles, cross RR. (63.6 m) to next
- 63.7 0.4 Left-hand road; turn left, still with poles; cross 2 small wooden bridges, also iron bridge (64.7 m) to center of
- 64.8 1.1 **DYERSVILLE.** Turn right 1 block.
Dyersville Automobile Co., Stock Michelin Tires.
- 64.9 0.1 Turn left to
- 67.5 2.6 End of road; turn left, then immediately right, running along RR. for a short distance, then bearing right to
- 69.7 2.2 End of road—schoolhouse on right; turn left with telephone poles to
- 71.6 1.9 Fork; bear left; cross RR. and take next right to
- 71.9 0.3 **FARLEY**—RR. crossing just ahead. Turn left to
- 72.1 0.2 End of street; jog right and immediately left. Straight on, crossing RR. (74.9 m) to
- 75.8 3.7 **EPWORTH.** Straight through to
- 76.8 1.0 End of road. Turn sharp left and right under RR., pass schoolhouse (on left) (77.1 m), upgrade to
- 79.7 2.9 Right-hand road; turn right with telephone poles, to
- 81.1 1.4 **CENTRALIA.** Avoid left-hand road just beyond. Bear right with poles, down steep, long grade; cross RR. (84.0 m). Straight on through JULIEN (84.3 m), to
- 87.7 6.6 End of road; turn left down winding grade with several bad water bars; cross RR. and iron bridge (87.9 m) upgrade, bearing right into Delhi St., with trolleys (89.2 m), to
- 89.5 1.8 **Julien Ave.**; leaving trolleys, turn left on Julien Ave., shortly going down long grade, curving to right and left onto 8th St., to center of
- 90.7 1.2 **DUBUQUE**—Main & 8th Sts.

Hotel Julien, Second & Main Sts.

Gordon & Co. Garage, 4th & Main Sts., Stock Michelin Tires.

For city map, see page 860. For diverging routes, see Index map, page 917.

For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 542—Waterloo to Cedar Rapids—59.0 m.

Route map, page 917

Reverse route, No. 537

Via Vinton; level road, 1 or 2 sandy spots but very good in dry weather.

MILEAGES
Total Intermediate (For this and optional exits, see Waterloo city map, page 900.)

- 0.0 0.0 **WATERLOO,** Commercial & 4th Sts. Start east on Commercial St., cross RR. (0.2 m), bear right with road (1.1 m). Avoid left-hand road (2.1 m), cross RR. just beyond. Cross 2 iron bridges (3.1 m), and follow telephone line to
- 6.7 6.7 **WASHBURN.** Straight on to

- 7.9 1.2 End of road; turn left, cross RR., then right, passing schoolhouse (9.1 m), to
- 11.2 3.3 End of road; turn right, cross RR., and immediately left, straight road to
- 14.5 3.3 **LA PORTE.** Straight through, bearing left with road (16.8 m). Cross RR. (17.2 m), follow direct road to
- 18.4 3.9 Right-hand road; turn right with single-wire telephone poles to next
- 18.9 0.5 Left-hand road—RR. crossing straight ahead; turn left, still with poles, to
- 19.8 0.9 End of road; turn right to
- 20.6 0.8 End of road; turn sharp left with telephone poles to
- 21.0 0.4 4-corners; turn right to
- 22.1 1.1 Fork, just after crossing RR.; turn left through
- 22.3 0.2 **MT. AUBURN,** to end of road.
- 22.6 0.3 Bear left across RR., turning right just beyond (22.8 m); cross RR. (23.4 m), pass school (24.8 m), to
- 25.8 3.2 End of road; turn left with telephone poles to
- 26.7 0.9 End of road; turn right, still with poles; follow same across RR. (27.9 m & 29.7 m), to
- 30.0 3.3 4-corners; turn left with poles, crossing RR. (30.3 m), to Courthouse in
- 30.8 0.8 **VINTON.**
 Bryan Auto Co., Stock Michelin Tires.
 Turn right on farther side of Courthouse, cross RR. (31.0 m)—station on left. Pass fair grounds (31.7 m), to
- 33.0 2.2 End of road; turn left and right just beyond (32.2 m), to
- 33.7 0.7 Left-hand road; turn left to
- 35.0 1.3 4-corners; turn right with main travel to next
- 36.0 1.0 4-corners; turn left, pass cemetery and church (36.2 m), and school (36.9 m); follow winding road, to
- 39.5 3.5 End of same; turn left with telephone line, cross RR. to center of
- 42.4 2.9 **SHELLSBURG.** Turn right to end of street just beyond, where bear right across iron bridge, keeping left across RR. (42.6 m) (station to the right), to
- 44.4 2.0 4-corners; turn left upgrade with telephone poles; pass schoolhouse (44.8 m), crossing RR. (47.6 m), to
- 48.1 3.7 **PALO.** Straight through, following direct road winding to the right, across iron bridge (48.3 m), pass cemetery (48.9 m), cross RR. (49.2 m), to
- 51.5 3.4 4-corners; turn left to next
- 52.2 0.7 4-corners; turn right, cross RR. (52.8 m), and iron bridge just beyond; pass schoolhouse (on left—54.2 m), bearing right to
- 56.0 3.8 End of road; turn left, shortly going down fairly steep grade, past schoolhouse (56.4 m); pass amusement park (57.7 m), running onto "E" Ave., cross RR. (58.2 m); follow same to its end at

Route 544**Waterloo Section**

58.5 2.5 **1st St. W.**; jog right to 1st Ave. and left on same with trolleys, crossing long iron bridge over Cedar River, to center of

59.0 0.5 **CEDAR RAPIDS**—1st Ave & 3d St.

Montrose Hotel, Third Ave. & Third St.

Iowa Motor Car Co., Fourth Ave. & Second St.

Foy Supply Co., 3d St. & 5th Ave., **Stock Michelin Tires.**

For city map, see page 884. For diverging routes, see **Index map**, page 917.

For through connections, see **Trunk-line Index Map**, front of book.

Route 544—Waterloo to Marshalltown—58.3 m.

Route map, page 917

Reverse route, No. 545

Via Grundy Center; good dirt road in dry weather over level country.

MILEAGES (For this and optional exits, see Waterloo city map, page 900.)
Total Intermediate

0.0	0.0	WATERLOO —4th & Commercial Sts. Start southwest on 4th St. with trolleys; cross RR. (station on left).
1.4	1.4	End of brick pavement (1909); straight on, avoiding road to left (2.4 m), to
4.1	2.7	Fork; turn right to
5.0	0.9	End of road, just after wooden bridge; turn right to next
5.4	0.4	Left-hand road; turn left—road is close to RR.—to
7.8	2.4	Fork (school on right). Bear right, and road is straight to main street of
8.7	0.9	HUDSON. Turn right 1 short block to 5-corners, where turn left on direct road along south side of tracks; pass cemetery (9.4 m), turning left (11.3 m), to
11.6	2.9	Right-hand road; turn right, bearing left with road (12.7 m)—telephone leaves to the right (12.8 m); pass school, cross RR. (13.7 m), to
15.7	4.1	4-corners; turn right, follow almost straight road; cross RR. (19.4 m) to
20.0	4.3	REINBECK (station on right—business center 2 blocks to left). Straight on, cross RR. (20.4 m) to
21.6	1.6	4-corners; turn right, cross small wooden bridge, to
21.7	0.1	Left-hand road; turn left on road across fields, turning right (22.8 m) with road to
23.2	1.5	4-corners, just before RR. crossing; turn left along tracks
24.2	1.0	4-corners; turn right to next
24.5	0.3	Left-hand road; turn left past Morrison Station (on right) to
25.5	1.0	End of road; jog left and immediately right to
26.7	1.2	End of road; jog right and immediately left to
27.7	1.0	End of road; turn right to next
27.9	0.2	Left-hand road; turn left, crossing iron bridge (29.0 m), bearing right with road just beyond, to
29.2	1.3	Left-hand road, just before RR. crossing; turn left to
30.2	1.0	GRUNDY CENTER (Courthouse on left). Bailey & Raymond, Stock Michelin Tires. Straight through to
32.8	2.6	4-corners; turn left with telephone line, straight south past school (on left) (33.5 m), church and school (on right) (36.3 m), to

Waterloo Section

Route 545

- 37.9 5.1 4-corners (school on right—farmhouse on left); then right, pass church (on left—39.1 m) and school (on right—40.1 m), to
- 40.6 2.7 4-corners (white farmhouse on farther left-hand corner.)
Turn left to center of
- 44.5 3.9 **CONRAD.** Straight through, cross RR. to
- 45.5 1.0 End of road; turn right to next
- 46.0 0.5 4-corners; turn left with main travel; road is straight south, avoiding all cross-roads, to
- 54.9 8.9 4-corners at foot of grade; turn right to
- 55.9 1.0 End of road; turn left, cross wooden bridge and iron bridge (56.9 m), running onto 3d Ave., which follow to
- 58.0 2.1 **Main St.**, Pilgrim Hotel on left. Turn right to center of
- 58.3 0.3 **MARSHALLTOWN**—Main & Center Sts. Courthouse on left.

The Stoddart, Main & Third Sts.

Eldridge-Beebe Auto Co., 14 N. First St.

Marshall Auto Co., 122 E. Main St.

Johnston Automobile Co., Stock Michelin Tires.

For city map, see page 890. For diverging routes, see Index map, page 917.

Route 545—Marshalltown to Waterloo—58.3 m.

Route map, page 917

Reverse route, No. 544

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 890.)

- 0.0 0.0 **MARSHALLTOWN**, Center & Main Sts. Courthouse on right. Start east on Main St., to
- 0.3 0.3 **3d St.** Pilgrim Hotel on farther left-hand corner. Turn left, running straight north out of town, crossing iron bridge (1.4 m), to
- 2.4 2.1 Right-hand road; turn right to first
- 3.4 1.0 4-corners; turn left. Go straight north for about 9 miles
- 12.3 8.9 4-corners; turn right with main travel to first
- 12.8 0.5 Left-hand road; turn left, cross RR. to center of
- 13.8 1.0 **CONRAD.** Straight through to prominent
- 17.7 3.9 4-corners—white farmhouse on left. Turn right, pass schoolhouse (on left) (18.1 m); church (on right) (19.2 m), to
- 20.4 2.7 4-corners—school on left. Turn left, pass schoolhouse and church (22.0 m) and schoolhouse (24.8 m), to next
- 25.5 5.1 4-corners; turn right, with telephone line, on straight road, to
- 28.1 2.6 **GRUNDY CENTER**—Courthouse on right.
Bailey & Raymond, Stock Michelin Tires.
Straight through to
- 29.1 1.0 End of road; jog right, bearing left over iron bridge to
- 30.4 1.3 End of road; turn right and then left a short distance beyond, following along within sight of Rock Island tracks; bear right, to
- 31.6 1.2 Left-hand road; turn left to
- 32.8 1.2 End of road; jog left, and avoid RR. crossing by turning square right; straight on through

Route 547

Waterloo Section

- 33.7 0.9 **MORRISON**—station on left. At end of street, just after passing center of town, turn right to first
- 34.1 0.4 4-corners; turn left along RR. to first
- 35.1 1.0 4-corners; turn right, and left (35.5 m), running onto apparently private road across fields, to
- 36.6 1.5 End of road; turn right to
- 36.7 0.1 4-corners; turn left, straight on; cross RR. (37.9 m), to
- 38.3 1.6 **REINBECK**—center of town on right. Straight on past RR. station (on left), cross RR. (38.9 m), to
- 42.6 4.3 4-corners; turn left, cross RR. (44.6 m), and just after passing schoolhouse (on left) (45.5 m), bear right to
- 46.7 4.1 End of road; turn left, and right just beyond, pass cemetery (48.9 m), to
- 49.6 2.9 **HUDSON**—point of 5 roads. Bear right and immediately left through center of town, following direct road to
- 52.9 3.3 End of road; turn right to next
- 53.3 0.4 Left-hand road; turn left, pass schoolhouse (54.0 m), bearing left (54.2 m); same thorofare becoming 4th St., which follow across RR. tracks (at station) to center of
- 58.3 5.0 **WATERLOO**—Commercial & 4th Sts.

The Ellis Hotel, Sycamore & Fifth Sts.

Morris Motor Car Co., Opposite hotel.

For city map, see page 900. For diverging routes, see **Index map**, page 917.

For through connections, see Trunk-line Index map, front of book.

Route 547—Waterloo to Fort Dodge—110.5 m.

Route map, page 917

Reverse route, No. 551

Via Iowa Falls and Webster City; over level country on good dirt road in dry weather.

MILEAGES
Total Intermediate

- (For this and optional exits, see Waterloo city map, page 900.)
- 0.0 0.0 **WATERLOO**—Commercial & 4th Sts. Go west on Commercial St., 1 short block, to
- 0.1 0.1 **Park Ave.**—postoffice on farther right-hand corner; turn left, crossing RR., to
- 0.3 0.2 **Washington St.**; turn right on same; straight out, same street becoming Cedar Falls Ave., which follow across RR. (0.9 m), over 2 iron bridges (1.2 m)—avoiding all intersecting roads, follow main telephone line past schoolhouse (4.5 m), to
- 6.0 5.7 Left-hand road; turn left just after crossing iron bridge, on 14th St., across RR., to
- 6.2 0.2 Main St., meeting trolley; turn right; follow trolley to center of
- 6.9 0.7 **CEDAR FALLS**—Main & 3d Sts. Straight on 2 blocks to
- 7.1 0.2 **First St.**; turn left, cross 2 RRs. (7.2 m), straight on upgrade, pass school (9.5 m) and (15.5 m); pass creamery (12.0 m) and school (13.5 m), to prominent
- 15.5 8.4 4-corners, school on farther left-hand corner; turn right, crossing RR. (16.9 m), to
- 17.1 1.6 End of road; turn left to center of
- 17.5 0.4 **NEW HARTFORD.** Straight through to
- 18.1 0.6 End of road; jog left across RR. and immediately right; follow along tracks to

Waterloo Section

Route 547

- 20.1 2.0 End of road; jog right across RR. and immediately left, re-crossing RR. (21.6 m), bearing away from same, straight on to
- 26.1 6.0 4-corners—on southern edge of town; turn right, follow same to center of
- 26.5 0.4 **PARKERSBURG**; turn left and go straight west out of town, jogging right and immediately left (26.8 m); cross iron bridge just beyond, to
- 29.5 3.0 End of road; turn right and next left to
- 30.9 1.4 End of road; turn right and next left to
- 31.2 0.3 Cross-road; turn right to center of
- 31.3 0.1 **ARLINGTON**—bank building on left; turn left on Main St., following same straight out of town, to 4-corners, at
- 35.2 3.9 **AUSTINVILLE**, just after crossing RR.; turn left, re-crossing RR. (station on right), straight on to
- 37.3 2.1 End of road; turn right, pass church (37.8 m); go direct west over RR. bridge (42.0 m) to northern edge of
- 42.3 5.0 **ACKLEY** (business center few blocks to the left). Straight on across RR. (42.4 m); follow telephone line to prominent
- Note—At this point intersect route 568—**Marshalltown-Mason City**.
- 49.9 7.6 4-corners. Turn left with telephone line, pass school (50.7 m)—telephone leaves to the right (51.2 m). Cross RRs. (51.6 m & 51.7 m) to next
- 52.2 2.3 4-corners; turn right and follow heavy telephone line; cross RRs. (54.5 m & 54.8 m)—station on left; pass church and library (55.0 m) to farther side of park, in
- 55.1 2.9 **IOWA FALLS**—business center 2 blocks to the left. Turn right, passing college buildings, to
- 55.5 0.4 End of street; turn left to
- 55.6 0.1 End of street; turn right and then bear left on winding but direct road; pass school (56.7 m), to
- 57.7 2.1 Left-hand road; turn left to
- 58.7 1.0 End of road; turn right; turning left with road, cross RR. (60.7 m) and immediately right; follow main travel; bear left across iron bridge to center of
- 61.6 2.9 **ALDEN**. Straight through to
- 62.0 0.4 Fork; turn right to
- 64.0 2.0 Cross-road, just after passing school; turn left to
- 65.0 1.0 Cross-road, just beyond RR. crossing; turn right, re-crossing RR.; turn left (67.5 m) and crossing RR. at **WILKIE** station to first
- 67.9 2.9 Right-hand road; turn right, pass schoolhouse, to
- 69.4 1.5 End of road; turn left to
- 69.9 0.5 End of road; turn right, follow straight road through southern edge of
- 72.1 2.2 **WILLIAMS**. Straight on, jog right and immediately left (73.4 m) along RR., turning right across same (74.6 m), to

Route 548**Waterloo Section**

- 76.0 3.9 End of road; turn left, cross RR. and immediately right along same; follow direct road to center of
- 78.0 2.0 **BLAIRSBURG.** Straight through, turn left (78.3 m)
- 78.8 0.8 Fork; turn right; follow direct road along RR. most of the way, turning left (85.3 m) to
- 85.8 7.0 Right-hand road; turn right to center of
- 88.2 2.4 **WEBSTER CITY**—hotel on farther left-hand corner.
- Harrison & Tyler, Stock Michelin Tires.
- Turn right, cross 2 RRs., bear left over iron bridge across Des Moines River (88.7 m), follow winding road across RR.; turn right (90.2 m) to
- 90.4 2.2 End of road; turn left, recrossing Des Moines River (90.8 m), straight on to
- 92.2 1.8 Cross-road—school on farther left-hand corner; turn right for 2 miles, to
- 94.2 2.0 End of road (school on right); turn left past school-houses at (96.2 m & 98.2 m), cross trolley and RR. (108.9 m), running on to 5th Ave., which follow to
- 109.9 15.7 **12th St.**; turn right to
- 110.2 0.3 **Central Ave.**—C. G. W. station on right; turn left, passing Ft. Dodge Automobile Co., 1 block to the right, to center of
- 110.5 0.3 **FORT DODGE**—Courthouse on left.

Wahkonsa Hotel, Central Ave.

Fort Dodge Automobile Co., Eleventh St. & First Ave.

Central Garage, 1025 Central Ave., Stock Michelin Tires.

For city map, see page 918. For diverging routes, see Index map, page 917.

Route 548—Waterloo to Mason City—81.7 m.

Route map, page 917

Reverse route, No. 508

Via Charles City. Mostly level road of fair dirt in dry weather.

MILEAGES
Total Intermediate (For this and optional exits, see Waterloo city map, page 900.)

0.0 0.0 **WATERLOO**, Commercial & 4th Sts.

For first part of this route to Charles City, see Route No. 549—"Waterloo to St. Paul"—on immediately following pages. Unless going into center of Charles City, keep straight on at Court House (on right).

50.8 50.8 **CHARLES CITY**—center of town 2 blocks to the right.

Reed & Jacobs, Wisconsin & Blunt Sts., Stock Michelin Tires.

Straight through, pass Courthouse; pass fair grounds (51.2 m), cross RR. (52.0 m), bearing right at fork (53.2 m), follow direct road with some turns to

55.9 5.1 Left-hand road; turn left to next

56.1 0.2 Right-hand street; turn right 1 block to center of

56.2 0.1 **FLOYD**; turn left to

56.4 0.2 End of street—church on right. Turn left 1 block, where turn right, pass schoolhouse (on right) (58.9 m), and schoolhouse (on left—60.9 m).

64.4 8.0 Avoid road to right; cross straight over RR., to

64.8 0.4 **RUDD**, 4-corners; center of town 2 blocks to right. Straight on to prominent

68.8 4.0 4-corners—schoolhouse slightly off the road to right; turn right to

Waterloo Section**Route 549**

- 69.9 1.1 End of road; turn left. Follow winding but direct road; cross RR. (70.7 m), to center of
- 71.1 1.2 **NORA SPRINGS.** Turn left 1 block, where turn right, bearing slightly left over RR., with telephone wires (71.7 m); pass schoolhouses (on right—73.8 m & 76.7 m) to
- 77.7 6.6 Left-hand road; turn right along row of tall willow trees to next 4-corners; turn left, meeting telephone line half a mile beyond, which follow to
- 79.8 2.1 End of road; just after bearing slightly left over iron bridge, turn right with telephone line; follow same across RR. (80.8 m) and under RR. (81.2 m), shortly running onto State St., which follow to center of
- 81.7 1.9 **MASON CITY**—park on right. Main & State Sts.

The Park Inn, South side of Court House.

Hathorn Auto Co., Washington & 5th St., Stock Michelin Tires.

For city map, see page 929. For diverging routes, see Index map, page 917.

Route 549—Waterloo to Mason City, Iowa—81.2 m.

Route map, page 917

Reverse route, No. 562

Via Janesville, Clarksville, Greene and Rockford, on fairly good dirt roads in dry weather. This route for a large part of the distance follows the Shell Rock River.

This is an option to the route via Charles City, and in bad weather is said to be better on account of a more sandy soil. It also offers a full optional route to the Twin Cities, as it connects at Mason City with the through line north.

MILEAGES (For this and optional exits, see Waterloo city map, page 900.)

Total Intermediate

- 0.0 0.0 **WATERLOO.** Commercial & 4th Sts. Start north on 4th St., crossing long concrete bridge; follow trolley past park (on left—0.4 m), to
- 0.6 0.6 **Walnut St.**; turn left to
- 0.9 0.3 **Almond St.**; jog left and immediately right on Logan Ave. Follow same across iron bridge and RR. (1.3 m).
- 1.7 0.8 **Parker St.**, meeting trolleys; turn left; follow trolleys to end at RR. crossing (2.1 m). Straight on to
- 3.0 1.3 End of road; turn right, follow road along river to
- 3.8 0.8 End of road; turn left, bearing right with road (4.2 m). Cross RR. (4.9 m) to next
- 5.2 1.4 4-corners, with heavy telephone line. Turn left with poles, cross RR. (5.7 m), to
- 7.6 2.4 Fork; bear right; cross small stone bridge. (Road to left leads into **Cedar Falls**).
- 7.8 0.2 3-corners, immediately beyond RR. crossing. Turn right across RR. (8.3 m), to
- 9.1 1.3 Left-hand road; turn left to next
- 10.1 1.0 Right-hand road; turn right; pass schoolhouse (10.6 m), church (11.6 m) and school (14.5 m). Bear right, cross RR. station—on right—(15.6 m), to
- 15.8 5.7 Second street beyond RR. crossing; turn left 2 blocks to center of
- 15.9 0.1 **JANESVILLE.** Turn right to
- 16.1 0.2 End of street; turn left, crossing long iron bridge, to
- 16.5 0.4 4-corners, just before RR. crossing; turn right, bearing left with road (17.9 m), to first

Route 549

Waterloo Section

- 18.1 1.6 Right-hand road just before RR. crossing; turn right, follow main travel to
- 21.1 3.0 Left-hand road; (Road straight ahead leads down grade across RR. into **Waverly**); turn left, jogging left and right with road just beyond; cross RR. (21.4 m & 22.5 m), and follow road straight west with main travel, bearing left (26.3 m) to prominent crossroad on edge of
- 26.1 5.0 **SHELL ROCK**; turn right, bearing left with road, just beyond; follow main travel across 2 bridges over Shell Rock River, bearing left to
- 28.7 2.6 End of road—RR. crossing on left; turn right, curving left around school (29.4 m), to first
- 29.7 1.0 Right-hand road; turn right, bearing left with main travel (30.4 m).
- 31.2 1.5 End of road; turn right, follow winding but direct road past cemetery (on right—31.4 m), cross RR. just beyond;
- 32.3 1.1 End of road; turn right, curving left with road;
- 33.1 0.8 Right-hand road; turn right, crossing iron bridge just beyond and RR. (34.1 m), running onto the main street
- 34.5 1.4 **CLARKSVILLE**. Cross RR., continue straight ahead on principal street to
- 34.7 0.2 Prominent 4-corners at edge of town; turn left to
- 35.1 0.4 Right-hand road—RR. straight ahead; turn right and left a short distance beyond; cross tracks, running across bridge over Shell Rock River (35.9 m), pass school (on left 36.6 m); straight ahead to
- 38.1 3.0 Prominent right-hand road; turn right, continue straight north past school (on right 41.1 m), running through small valley, cross iron bridge, straight through small hamlet of **Packard**, crossing RR. to
- 42.5 4.4 Prominent left-hand road—short distance beyond RR. Turn left, re-crossing tracks (43.2 m); follow winding but direct road, crossing RR. (45.2 m), re-crossing same (46.1 m), following close to tracks, to center of
- 47.2 4.7 **GREENE**. Continue straight through on main thoroughfare, bearing left away from tracks (48.1 m), follow main traveled road, angling northwest between river (on left) and RR. (on right).
- 50.1 2.9 Left-hand road; turn left
- 51.4 1.3 Fork; bear right to first
- 51.6 0.2 Left-hand road; turn left, still with main travel on winding road, pass cemetery (on right—53.4 m), to center of
- 53.7 2.1 **MARBLE ROCK**. At center of town turn square left, passing good road (on right—54.2 m). Continue straight ahead, past school (on right—55.1 m);
- 56.9 3.2 Prominent 4-corners; turn right, passing school (on left—57.8 m). Road is straight north, passing school (on left—61.2 m).
- 61.9 5.0 End of road; turn left, curving right with road just beyond cross RR., following main travel to

Waterloo Section

Route 550

- 63.2 1.3 Prominent 4-corners on eastern edge of town; turn left, running onto the main street of town, which follow to center of
- 64.2 1.0 **ROCKFORD.** Do not cross RR., but bear right along tracks, following main travel out of town on winding but direct road, curving left (66.7 m).
- 67.5 3.3 **Do not cross RR.** Bear right along tracks
- 67.9 0.4 Fork—RR. on left; turn right
- 68.9 1.0 End of road; turn left, cross RR. (69.2 m), pass school (on right) a short distance beyond; follow main traveled road along northern bank of river for quite a ways, pass school (on right—72.1 m);
- 76.2 7.3 End of road; turn right and left just beyond, crossing iron bridge, pass cemetery (over to the right); follow main traveled road to
- 77.4 1.2 End of road; turn right, cross RR. (72.8 m), bearing left with road just beyond, follow winding but direct road with main travel; cross RR. (80.3 m); running under RR. (80.7 m) onto State St., which follow to center of
- 81.2 3.8 **MASON CITY,** Main and State Sts.

The Park Inn, South side of Court House.

Hathorn Auto Co., Washington & 5th St., Stock Michelin Tires.

For city map, see page 929. For diverging routes, see Index map, page 917.

Route 550—Waterloo to St. Paul - Minneapolis—210.8 m.

Route map, pages 917 & 366

Reverse route, No. 165

Via Charles City, Iowa, and Austin, Minn. Mostly level road of fair dirt in dry weather to Austin. From Austin to St. Paul mostly gravel.

MILEAGES (For this and optional exits, see Waterloo city map, page 900.)

Total Intermediate

- 0.0 0.0 **WATERLOO.** Commercial & 4th Sts. Start north on 4th St., crossing long concrete bridge; follow trolley past park (on left—0.4 m), to
- 0.6 0.6 **Walnut St.;** turn left to
- 0.9 0.3 **Almond St.;** jog left and immediately right on Logan Ave. Follow same across iron bridge and RR. (1.3 m), to
- 1.7 0.8 **Parker St.,** meeting trolleys; turn left; follow trolleys to end at RR. crossing (2.1 m). Straight on to
- 3.0 1.3 End of road; turn right, follow road along river to
- 3.8 0.8 End of road; turn left, bearing right with road (4.2 m). Cross RR. (4.9 m) to next
- 5.2 1.4 4-corners, with heavy telephone line. Turn left with poles, cross RR. (5.7 m), to
- 7.6 2.4 Fork; bear right; cross small stone bridge. (Road to left leads into **Cedar Falls.**)
- 7.8 0.2 3-corners, immediately beyond RR. crossing. Turn right across RR. (8.3 m), to
- 9.1 1.3 Left-hand road; turn left to next
- 10.1 1.0 Right-hand road; turn right; pass schoolhouse (10.6 m), church (11.6 m) and school (14.5 m). Bear right, cross RR. (Janesville station—on right—15.6 m), to
- 15.8 5.7 Second street beyond RR. crossing; turn left 2 blocks to center of
- 15.9 0.1 **JANESVILLE.** Turn right to

Route 550

Waterloo Section

- 16.1 0.2 End of street; turn left, crossing long iron bridge, to
- 16.5 0.4 4-corners, just before RR. crossing; turn right, bearing left with road (17.9 m), to first
- 18.1 1.6 Right-hand road, just before RR. Turn right downgrade. Cross RR. (21.0 m) onto S. Locust St.; follow same to principal street of
- 21.8 3.7 **WAVERLY**—iron water-trough on right; business center 3 blocks to the right. Turn left to
- 22.2 0.4 Right-hand road just before RR. Turn right; cross RR. (22.7 m), bearing left along river (23.7 m), and follow winding road past schoolhouse (24.5 m). Cross RR. (24.8 m), to
- 25.3 3.1 End of road. Turn right, cross RR. (26.5 m), to
- 26.7 1.4 End of road. Turn left, pass cemetery (on right), to
- 27.3 0.6 Right-hand road, just after crossing RR. Turn right past school (on left), to
- 28.2 0.9 **ERMA STATION**—on right. Straight on, cross RR., just beyond jog left and immediately left (30.7 m), to
- 31.4 3.2 End of road; jog left, cross RR. and right immediately beyond. Follow along west side of tracks through
- 32.2 0.8 **PLAINFIELD**. Straight on, follow direct road with a number of sharp left-and-right turns, pass school (34.7 m), cross RR. just beyond, to
- 35.6 3.4 Right-hand road, just after road turns left; turn right, avoiding RR. under-pass. Turn left across RR. (36.3 m) and right past schoolhouse (37.7 m & 39.5 m), to cross street in
- 39.8 4.2 **NASHUA**—church on farther left-hand corner. (Center of town 1 block to the right). Go 1 block past church and turn left to next
- 39.9 0.1 Cross street; turn right, bearing left just beyond; cross iron bridge (40.2 m), to
- 40.9 1.0 Fork; turn right with telephone line, pass school (42.5 m), to
- 43.9 3.0 Fork; turn right, still with poles; pass cemetery (44.2 m), bearing left downgrade; cross bridge to
- 45.7 1.8 Right-hand road; turn right, follow winding but direct road, pass schoolhouse (48.1 m), to
- 49.4 3.7 End of road; turn right, to
- 49.7 0.3 Right-hand road, just after road turns left; turn right and follow road to
- 50.3 0.6 Left-hand street, just before iron bridge; turn left to
- 50.5 0.2 Cross street 1 block beyond stone school; turn right 1 block.

Reads
absolutely steady
even on worst roads.

Hopkins ELECTRIC Speedometer
"No Flexible Shaft"
and
The Electrodrometer

(See page facing front cover)

Can be
carried in the hand
to any part of the car.

Reed & Jacobs Garage CHARLES CITY, IOWA

First class accommodations for tourists. One block east of
the best hotel. Machinists and supplies.

Phone 111

New fireproof building

- 50.6 0.1 Turn left 2 blocks, to
- 50.9 0.3 4-corners—Courthouse on farther right-hand corner.
Turn right, cross concrete bridge, to center of
- 51.1 0.2 **CHARLES CITY** (park on right)
Reed & Jacobs, Wisconsin & Blunt Sts., Stock Michelin Tires.
Straight through to
- 51.6 0.5 End of street, just beyond RR. Turn left, crossing sec-
ond RR., to
- 55.6 4.0 End of road; turn left with telephone poles, to first
- 56.6 1.0 Right-hand road, just after school (on left); turn right
- 58.9 2.3 4-corners—small wooden school on farther right-hand
corner. Turn left 1 mile to
- 59.8 0.9 4-corners; turn right, pass school (on right—63.8 m),
church (on right—64.8 m), to
- 65.8 6.0 End of road; turn left to
- 68.2 2.4 4-corners—meeting telephone line; turn right and follow
poles; cross iron bridge (69.0 m), to
- 69.5 1.3 4-corners; turn left and follow main traveled road to
- 71.9 2.4 Right-hand road—just after turning left around fair
grounds; turn right, same thoroughfare becoming 10th St.,
which follow to
- 72.1 0.2 Main St.; turn left to center of
- 72.4 0.3 **OSAGE**. Straight through to
- 72.6 0.2 Cross St., just before RR. Turn right, pass greenhouse
(on left) to end of street; turn left, cross RR. and im-
mediately right, to
- 73.7 1.1 4-corners, just after passing cemetery (on left). Turn
left, pass schoolhouse; bear right to
- 75.1 1.4 Left-hand road; turn left, leaving telephone pole, to next
- 76.4 1.3 Left-hand road; turn left to cross-road immediately be-
yond, where turn right to next
- 76.7 0.3 4-corners; turn left, cross RR. (station on right), to
- 77.3 0.6 **MITCHELL**. (Just beyond RR. crossing.) Turn right,
follow winding but direct road, cross RR. (77.8 m), to
- 78.2 0.9 End of road; turn left along east side of RR. to
- 80.5 2.3 End of road; turn left, pass schoolhouse (80.7 m), to
- 80.9 0.4 Right-hand road—RR. crossing straight ahead. Turn
right, and then left across RR., following along same to
- 82.7 1.8 Left-hand road; turn left and next right to end of street,
- 82.8 0.1 **ST. ANSGAR**—water-tower on right. Turn left 1 block,
where turn right, cross RR. (83.0 m), follow direct road
past cemetery, bearing left and right across RR. (85.1 m),
past church (88.2 m). Jog right (89.1 m) and left (88.4
m), to

Route 550

Waterloo Section

- 90.9 8.1 End of road; turn right, cross RR. and left immediately beyond. Cross RR. switch (91.8 m), to
- 92.3 1.4 **LYLE**—station on left. Straight through, jogging left and right (92.4 m), to
- 92.9 0.6 End of road; turn left across RR. and right immediately beyond, re-crossing RR. (95.0 m); pass schoolhouse (95.5 m), to
- 99.4 6.5 4-corners; school on farther right-hand corner. Turn left with telephone line, cross RR. (99.8 m), to
- 100.4 1.0 End of road; turn right with poles, cross 2 iron bridges (100.7 m), pass schoolhouse (102.9 m), to
- 103.8 3.4 4-corners—RR. crossing just ahead. Turn left, with poles, bearing right just beyond; pass park (on left); cross large iron bridge, to center of
- 104.7 0.9 **AUSTIN**—Courthouse on right.
 Moreland & Anker, 116 N. Main St., Stock Michelin Tires.
 For diverging routes, see Index map, page 917.
 Straight through on Main St., bearing left with main travel off brick pavement, to
 Main St., bearing left with main travel off brick pavement, to
- 105.8 1.1 Fork; bear right to
- 106.8 1.0 Right-hand road; turn right and left with road (107.3 m). Cross RR. (108.0 m). Jog right and left across RR. (108.4 m), to
- 110.6 3.8 **LORING**. Straight through to
- 112.0 1.4 Left-hand road; turn left, bearing right (112.5 m); follow winding road to
- 113.5 1.5 Left-hand road; turn left, cross RR. (114.2 m), to
- 114.4 0.9 End of road; turn right, cross RR. (114.8 m); pass cemetery (115.6 m); straight through 4-corners (117.0 m); pass schoolhouse just beyond; follow main traveled road to
- 119.7 5.3 Left-hand road—just after turning right at cemetery. Turn left to next
- 119.9 0.2 Left-hand road; turn left and right (120.4 m), to center of
- 122.1 2.2 **BLOOMING PRAIRIE**. Straight through 1 block; turn left 2 blocks to
- 122.3 0.2 4-corners—church on right. Turn right; pass school (on left) (122.4 m)—telephone line leaves to left (123.0 m). Bear right just beyond, cross RR. to
- 127.4 5.1 Left-hand road (signboard on left). Turn left to next
- 128.0 0.6 Right-hand road; turn right on angling road. Avoid right-hand branch road (129.3 m) by keeping straight on past cemetery (131.3 m) and school (131.5 m), to
- 135.1 7.1 4-corners, just beyond RR. crossing; turn right with telephone wires to end of road,
- 135.6 0.5 **PLATT STATION**. Turn left, pass school and bear right, cross iron bridge (135.9 m). Follow telephone poles, pass

Waterloo Section

Route 550 - A

school (138.7 m), same thorofare becoming Grove St., which follow to

141.1 5.5 Broadway; turn left past library to center of

141.4 0.3 **OWATONNA** (park on left)—Broadway & Cedar Sts.

The Owatonna, half block west of park.

C. Zamboni & Sons, Cedar & Pearl Sts., Stock Michelin Tires.

(For diverging routes, see Index map, page 366.)

Route 550-A—Owatonna to St. Paul, Minn.—69.4 m.

Making the 2nd part of both the "Waterloo-St. Paul and Mason City-St. Paul routes.

Via Faribault, Northfield and Farmington, over rolling country on gravel roads most of the way.

MILEAGES Total Intermediate

0.0	0.0	OWATONNA , Broadway & North Cedar Sts. at park. Go north for 2 blocks on N. Cedar St. to
0.2	0.2	Rose St. ; turn left across iron bridge (0.3 m) and RR (0.4 m)—going straight ahead up slight grade to
0.7	0.5	End of road; turn right past school buildings (on left), running off RR. bridge (1.1 m), curving left with road to first
1.4	0.7	Right-hand road; turn right with telephone poles, crossing RR. (3.0 m).
3.4	2.0	End of road; turn left with main travel, across RR. to
3.7	0.3	End of road; turn right, meeting telephone line; pass creamery (on right), to
4.6	0.9	Right-hand road, just after schoolhouse (on left). Turn right downgrade; cross iron bridge (5.0 m), to
5.1	0.5	Fork; turn left with poles, jog right and left across RR. (6.0 m), then left between 2 RRs. Re-cross RR. to center
7.0	1.9	MILFORD . Bear right, at end of street cross RR., and left immediately beyond; cross iron bridge (7.5 m), cemetery (on right—8.4 m), and school (11.4 m). Bear left up sharp grade (11.7 m), pass cemetery (12.9 m). Cross RR. (13.4 m) and (14.0 m). Avoid left-hand road (14.4 m), by bearing slightly right, and straight on to prominent
15.8	8.8	Left-hand street; bear left 1 block to Central St., where turn right to center of
16.1	0.3	FARIBAULT . Go 2 blocks beyond center of town to
16.3	0.2	4-corners; turn left 2 blocks, to
16.4	0.1	4-corners (park on right). Turn right, pass large stone church (16.6 m), cross RR. (17.2 m), and long iron bridge just beyond, to
17.3	0.9	Cross-roads, just after passing cemetery (on left). Turn right with telephone poles on good gravel road, avoiding RR. under-pass about a mile beyond. Follow winding but direct road, bearing right past signal-tower, cross RR. and immediately turn left (19.0 m); follow along tracks, pass church and cemetery (on left)—20.5 m, shortly winding along river bank. Bear left upgrade through woods (22.6 m), to

Route 550 - A**Waterloo Section**

- 23.2 5.9 End of road; turn left with telephone poles—caution for sharp right turn just beyond. Cross RR. (24.2 m), to
- 24.7 1.5 4-corners—church on farther left-hand corner, school on right; turn right, with telephone poles, 1 mile, to
- 25.7 1.0 4-corners, just before RR. Turn left with poles to end of road at
- 28.1 2.4 **DUNDAS.** Turn right, cross RR., pass station (on left),
- 28.3 0.2 4-corners, just after 2 iron bridges; turn left with telephone line, pass cemetery (on left). Turn right (30.7 m),
- 31.0 2.7 4-corners—stone church on farther left-hand corner. Turn left to center of
- 31.4 0.4 **NORTHFIELD**—bank building on farther left-hand corner. Bear left across iron bridge, turning right just beyond on Water St., to
- 31.8 0.4 End of street; turn right and immediately left; cross RR. (31.9 m), upgrade with telephone poles. Avoid poor road (on left—32.2 m), to
- 33.5 1.7 Fork; bear left with poles; turn left (36.0 m) and right (36.3 m), to
- 36.8 3.3 Left-hand road—road straight ahead very poor. Turn left with telephone wires, cross RR. (37.0 m), to next
- 37.3 0.5 Right-hand road; turn right, bearing left and then right (37.9 m), to
- 38.4 1.1 End of road. Just after passing church and cemetery, turn right and left (39.3 m); still with poles, follow narrow but direct road; bear right and slightly left (44.0 m); cross RR. (44.2 m), to
- 44.7 6.3 End of road; turn right with poles, cross 2 RRs. (45.1 m),
- 45.2 0.5 Left-hand road; turn left to next
- 45.6 0.4 Right-hand road; turn right 1 block, then left to center of
- 45.8 0.2 **FARMINGTON.** Turn right to
- 46.2 0.4 End of street; turn left, shortly picking up telephone line again; cross RRs. (46.5 m & 51.5 m), bearing right into
- 53.5 7.3 **ROSEMONT.** Turn left, pass large church (on left) and cemetery (on right) just beyond; bear right, crossing RR. (59.5 m), pass church (on right—61.8 m), school (on left—65.7 m), to
- 66.6 13.1 **Cherokee St.** Turn left and follow same to southern edge of long, high bridge over Mississippi River.
- 67.7 1.1 Turn left across bridge, running on Smith St., to
- 68.5 0.8 **West 7th St.** Turn right with trolleys to
- 69.3 0.8 **Wabasha St.** Turn right 1 block to Courthouse, center of
- 69.4 0.1 **ST. PAUL,** Wabasha & 5th Sts.

Hotel Ryan, Sixth & Robert Sts.

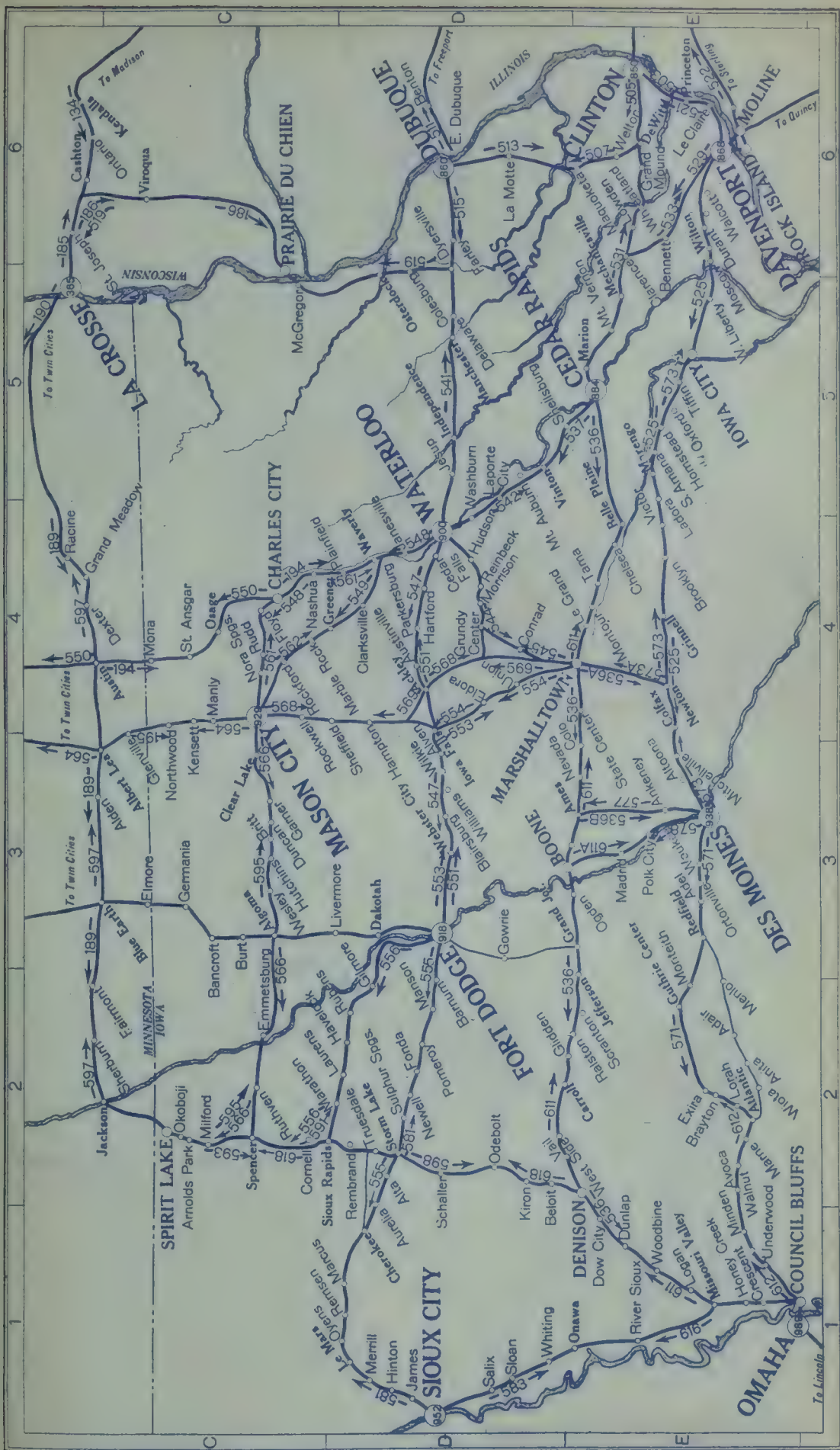
H. H. Harrison, 650 Grand Ave., **Stock Michelin Tires.**

St. Paul Motor Vehicle Co., 50 E. 4th St., **Stock Michelin Tires.**

For city map, see page 388. For diverging routes, see **Index map**, page 366.

(For Minneapolis, see **Route No. 191.**)

READ CAREFULLY the article printed on front of Trunk Line Chart, **How to Use the Blue Book.**



The numbers on routes refer to corresponding route numbers shown at top of each page. Numbers in circles refer to page number of city map which is placed at head of corresponding section.



The Wahkonsa

FORT DODGE, IOWA

The Newest and Finest Hotel in Iowa.
Opened September 17, 1910.
European Plan.

148 Rooms—90 with bath

Absolutely fireproof, every modern convenience, splendid dining room, superbly finished.

MODERATE PRICES

The ELLIS, Waterloo, Iowa, under same management.

R. W. JOHNSON & CO., Props.
Fred E. Coles, Manager.



FT. DODGE AUTOMOBILE COMPANY

11th St. and
1st Ave.

Ft. Dodge, Iowa

ONE BLOCK FROM
C. G. W. STATION

ONE OF THE
FINEST NEW
GARAGES IN
THE WEST
WITH AMPLE
ACCOMMODATIONS
FOR TOURISTS



THE AUTOMOBILE BLUE BOOK
PUBLISHING CO.
COPYRIGHTED.

FORT DODGE SECTION

ROUTES 551 TO 560.

Route Center—The intersection of Central Ave. and 9th St., at the Court House, is taken as the starting point of all routes out of Ft. Dodge, as it is the most easily identified and convenient to both hotel and garage.

Points of Interest—**Ft. Dodge** was originally the site of the first military post in the Northwest. Today it is a flourishing city of about 16,000 inhabitants, claiming among other industries a number of clay works, shoe factory and thirteen gypsum mills and a cereal mill. Located on the high banks of the Des Moines River, there are a number of attractive drives both south and north of the city.

Route 551—Fort Dodge to Waterloo—110.5 m.

Route map, page 917

Reverse route, No. 547

Via IOWA FALLS; mostly good dirt road in dry weather over level country.

MILEAGES

Total Intermediate

0.0	0.0	FORT DODGE —Central Ave. & 9th St. Start east on Central Ave. to end of same at C. G. W. RR. station.
0.3	0.3	Turn right 4 blocks on 12th St., to
0.6	0.3	5th Ave.; turn left on same, going straight out of the city. Cross RR. tracks and trolley (1.6 m); pass schoolhouses (12.3 m & 14.3 m), to
16.3	15.7	Right-hand road—schoolhouse straight ahead. Turn right to
18.3	2.0	4-corners—school on farther right-hand corner. Turn left, cross bridge over Des Moines River (19.7 m), to first
20.1	1.8	Right-hand road; turn right, bear left across RR., and right; follow winding but direct road and crossing Des Moines River (21.4 m). Cross 2 RRs. to center of
22.3	2.2	WEBSTER CITY —hotel on farther right-hand corner. Harrison & Tyler, Stock Michelin Tires. Turn left on Main St., follow same straight out of town, cross RR., to
24.7	2.4	End of road; turn left, bearing right (25.2 m) along RR., turning left (31.7 m) and right (32.2 m) to center of
32.5	7.8	BLAIRSBURG . Straight through; turn left (33.0 m) and right a short distance after crossing RR., to
34.1	1.6	End of road; turn left; cross RR. and turn right (34.5 m). Bear right across RR. and immediately left (35.9 m); jog right and left (37.0 m). Straight ahead to southern edge of
38.4	4.3	WILLIAMS . Straight on to
40.6	2.2	Left-hand road; turn left to next
41.1	0.5	Right-hand road, just before RR. crossing; turn right, pass schoolhouse, to
42.6	1.5	WILKIE . Turn left, pass station; cross RR., turning right with road (43.0 m), to
45.5	2.9	4-corners, just after crossing RR.; turn left, cross RR. to next
46.5	1.0	4-corners—school on right; turn right, bearing left (48.5 m) to center of
48.9	2.4	ALDEN . Straight through; cross iron bridge, bear right

Route 551

Fort Dodge Section

- along RR., turning sharp left; cross same and turn right just beyond (49.8 m), to
- 51.9 3.0 Left-hand road; turn left to
- 52.8 0.9 End of road; turn right, straight on, passing school (53.8 m); follow winding but direct road to
- 54.9 2.1 Left-hand turn; turn left 2 blocks.
- 55.0 0.1 Turn right, pass college buildings, to park at
- 55.4 0.4 **IOWA FALLS**, park on left.
- Route No. 553 for Marshalltown leaves at this point.
- Turn left on north side of park, pass library (on left) and church (on right). Cross RR.—(station on right) (55.7 m & 56.0 m). Straight on to
- 58.3 2.9 Cross-roads, just after going upgrade out of small gully. Turn left, leaving telephone line; cross RRs. (58.8 m & 58.9 m), picking up telephone line again (from left) (59.3 m); pass school (59.8 m)—**Caution** not to pass prominent cross-head.
- Note—Road ahead is straight to **Hampton and Mason City**. See route 569—Marshalltown-Mason City.
- 60.6 2.3 4-corners; turn right with telephone line, avoiding all cross-roads; straight on, crossing RR. (68.1 m) to northern edge of
- 68.2 7.6 **ACKLEY**. Straight on, over RR. bridge (68.5 m); pass church (on right) (72.7 m) to prominent
- 73.2 5.0 Left-hand road; turn left to 4-corners, just after crossing RR. at
- 75.2 2.0 **AUSTINVILLE STATION**. Turn right, re-crossing RR. Road is direct to center of
- 79.2 4.0 **ARLINGTON**—bank on right. Turn right 1 block; turn left to
- 79.5 0.3 End of street; turn right, and left just beyond, with telephone line, to
- 80.8 1.3 End of road; turn right to next
- 81.0 0.2 Left-hand road; turn left to
- 83.7 2.7 End of road, just after crossing large iron bridge; jog right and next left with main travel, to center of
- 84.0 0.3 **PARKERSBURG**. Turn right to prominent
- 84.4 0.4 4-corners, edge of town; turn left with main travel; cross RR. (88.9 m), running along same, with telephone line, to
- 90.4 6.0 End of road; turn right across RR. and immediately left, to
- 92.4 2.0 End of road; turn left, cross RR., and immediately right
- 93.0 0.6 **NEW HARTFORD**. Straight on to prominent
- 93.3 0.3 Right-hand turn, edge of town; turn right, cross RR. (93.5 m), to
- 95.0 1.7 4-corners—school on farther right-hand corner; turn left, pass school (97.0 m); creamery (98.5 m); school-houses (91.0 m & 101.0 m). Just after going downgrade, road bears slightly right, crossing two RRs. (103.2 m & 103.3 m), onto First St., which follow to end at

Fort Dodge Section**Route 553**

- 103.5 8.5 **CEDAR FALLS.** Turn right on Main St., through center of town; cross RR. (103.8 m), to
 104.3 0.8 14th St.; turn left, leaving trolleys. Cross RR., bearing right across iron bridge (104.5 m). Avoid left-hand road (104.9 m), running onto Cedar Falls Ave., same thorofare becoming Washington St., which follow across RR. (109.3 m) to
 110.2 5.9 **Park Ave.;** turn left to
 110.4 0.2 **Commercial St.**—postoffice on farther left-hand corner. Turn right 1 block to center of
 110.5 0.1 **WATERLOO**—4th & Commercial Sts.

The Ellis Hotel, Sycamore & Fifth Sts.

Morris Motor Car Co., Opposite hotel.

For city map, see page 900. For diverging routes, see Index map, page 917.

Route 553—Fort Dodge to Marshalltown, Ia.—105.8 m.

Route map, page 917

Reverse route, No. 554

Via Webster City and Iowa Falls. On good natural dirt roads in dry weather.

MILEAGES
 Total Intermediate

(For this and optional exits, see city map, page 918.)

0.0 0.0 **FORT DODGE**—Central Ave. & 9th St.

For complete running directions for the first part of this route, see Route 551 to

55.4 55.4 **IOWA FALLS**—park on left.

Instead of turning left on north side of park, keep straight ahead through center of town, crossing north branch of Iowa River and 3 RRs. (56.0 m), following direct road south with right and left jogs at (57.3 m, 58.6 m & 59.1 m).

64.1 8.7 4-corners just after crossing bridge; turn left, crossing 2d bridge, passing church (on right) and school (on left—65.6 m) and schools (on left—67.5 m & 69.6 m).

71.6 7.5 End of road—church on left; turn right, turning left with road (72.3 m) across RR. (73.1 m).

74.0 2.4 Right-hand road just beyond 2d RR. crossing; turn right, following winding road close to river, bearing left away from same (74.8 m) across RR. (75.6 m).

77.0 3.0 **ELDORA.** Continue straight through, passing school (on right—79.0 m), turning left with road (79.5 m).

80.0 3.0 Right-hand road; turn right, crossing south fork of Iowa River and RR. (81.6 m), bearing right, following main travel through

81.9 1.9 **GIFFORD.** Cross RR., turning left just beyond.

83.4 1.5 4-corners—church on farther left, cemetery on right; turn left.

84.0 0.6 End of road; turn right, jogging left and right with road (84.2 m) and left (84.6 m).

84.8 0.8 4-corners—RR. crossing straight ahead; turn right.

85.8 1.0 **UNION.** Straight ahead, passing cemetery (on left—86.9 m).

87.3 1.5 End of road; turn right and left with road just beyond, passing school (on left—88.6 m) and church (89.1 m).

Route 554**Fort Dodge Section**

- 89.5 2.2 Left-hand road; turn right, crossing Iowa River (91.2 m), past cemetery (92.3 m) to RR. crossing at
- 93.0 3.5 **LISCOMB.** Cross RR., turning right just beyond, following along close to tracks for over three miles.
- 96.3 3.3 4-corners; turn left and right with road, just beyond passing school (on right—97.5 m), bearing left with road (98.0 m), following main travel through **Albion** to
- 98.6 2.3 Southern edge of town; **do not cross RR.**, but turn left to
- 101.2 2.6 End of road; turn right, jogging left and right (101.8 m).
- 102.0 0.8 End of road; jog left and right just beyond.
- 103.3 1.3 End of road; turn left to
- 103.8 0.5 End of road; turn right, following main traveled road, bearing left across Iowa River (104.7 m), bearing right, still with main travel, to center of
- 105.8 2.0 **MARSHALLTOWN**, Main & Center Sts.

The Stoddart, Main & Third Sts.

Marshall Auto Co., 122 E. Main St.

Eldridge-Beebe Auto Co., 14 N. First St.

Johnston Automobile Co., Stock Michelin Tires.

For city map, see page 890. For diverging routes, see Index map, page 917.

Route 554—Marshalltown to Fort Dodge, Ia.—105.8 m.

Route map, page 917

Reverse route, No. 553

Via Iowa Falls and Webster City. On good natural dirt roads in dry weather.

Note—The first part of this route—to Iowa Falls—was not covered by the Blue Book car for 1910, but with the aid of accurate local information and authentic county maps we have completed this section of the route, and we believe the tourist will have no trouble in following the same.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 890.)

- 0.0 0.0 **MARSHALLTOWN**, Main & Center Sts., Court House on right.

Go west 1 block on Main St. to 1st St., where turn right, bearing left with main travel (0.5 m), straight out of town, past cemetery on right, crossing Iowa River (1.0 m) to

- 2.0 2.0 Left-hand road; turn left to next
- 2.5 0.5 Right-hand road; turn right to
- 3.7 1.2 End of road; jog left and immediately right, jogging left and right with road (4.0 m) to
- 4.6 0.9 Left-hand road; turn left, crossing bridge (5.1 m) to southern edge of
- 7.1 2.5 **ALBION.** Do not cross RR. Turn right, follow main travel north through town, bearing slightly left to road within sight of Iowa Central RR. tracks over to the left; pass school (on left 8.3 m), turning left with road (9.3 m) to
- 9.5 2.4 4-corners—RR. crossing straight ahead; turn right close to tracks, following same to
- 12.8 3.3 4-corners; turn left across tracks at Liscomb station, pass cemetery (on left 13.5 m), crossing bridge over Iowa River (14.6 m) to

Fort Dodge Section

Route 555

- 16.3 3.5 End of road; turn right, pass church (16.7 m) and school-house (17.2 m), turning right with road (18.2 m) to next
- 18.5 2.2 Left-hand road; turn left, pass cemetery (18.9 m), straight through small town of **Union** (20.0 m), bearing left along RR. (20.7 m), to
- 21.0 2.5 4-corners; turn left away from tracks, turning right with road (21.2 m), jogging left and right (21.6 m), to
- 21.8 0.8 Left-hand road; turn left to next
- 22.4 0.6 4-corners,—church on left, cemetery on right; turn right, bearing right across RR. at **Gifford** (23.9 m); bear left with main travel, crossing RR. and south fork of Iowa River (24.2 m)
- 25.8 3.4 End of road; turn left and right with road (26.3 m), passing school (on left 26.8 m) to
- 29.8 4.0 **ELDORA**. Straight through town;—cross RR. (30.2 m)
- 31.0 1.2 Fork; turn left—view of river off to the right;
- 31.8 0.8 End of road; turn left, cross RR. just after turn, and cross second RR. (32.7 m), turning right with road (33.5 m) to
- 34.2 2.4 Left-hand road—RR. crossing straight ahead, church on left; turn left, passing schools (on right 36.2 m, 38.3 m & 40.2 m), and church (on left 40.3 m)
- 41.7 7.5 4-corners just after crossing small bridge; turn right across 2nd bridge, follow direct road north with right and left jogs (46.7 m, 47.2 m & 48.3 m), cross 3 RRs. (49.5 m), and bridge over north branch of Iowa River, to center of
- 50.2 8.5 **IOWA FALLS**, Washington & Main Sts.
Keep straight ahead on Washington St. past park (on right).
- 50.8 0.6 End of street; turn left around college buildings. Now follow Route No. 547, Waterloo to Ft. Dodge, for complete running directions rest of the way.

Route 555—Fort Dodge to Sioux City—146.4 m.

Route map, page 917

Reverse route, No. 571

Via Storm Lake and Cherokee; first half over level country; last half rolling, with a few steep grades; fair dirt roads in dry weather,—not to be attempted in wet weather.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 918.)

- 0.0 0.0 **FORT DODGE**, Central Ave. & 7th St., Courthouse on left. Start west on Central Ave. to park;
- 0.2 0.2 Jog right and left half way around park, going down fairly steep grade across RR. (0.5 m) to
- 0.6 0.4 End of road—cereal mill straight ahead; turn right, pass mill (on left); cross RR. (1.1 m), under RR. (1.2 m); bear left, cross iron bridge, follow main road straight ahead upgrade; pass good road (on right—2.6 m)—**caution** for bad winding downgrade; cross iron bridge (2.9 m) going uphill out of valley (3.2 m); pass school (4.3 m); cross RR. (5.9 m), pass schoolhouses (6.4 m & 8.1 m) to prominent

Route 555

Fort Dodge Section

- | | | |
|------|-----|---|
| 10.1 | 9.5 | 4-corners—road to left leads to BARNUM . Turn right with telephone poles, to next |
| 11.0 | 0.9 | 4-corners; turn left, still with poles, straight ahead; use caution for bad holes and bridge where road jogs to the left (12.8 m); follow telephone line straight on—part of road apparently little traveled but good surface—same thorofare running straight to |
| 19.8 | 8.8 | MANSON —center of town 2 blocks to the left. Straight on over RR. (station on left—20.0 m); bear left and right across RR. (21.4 m) to next |
| 22.0 | 2.2 | 4-corners; turn right, leaving telephone line across RR. |
| 23.0 | 1.0 | 4-corners—school on left; turn left, straight ahead, pass schoolhouse (25.0 m), cross RR. (26.5 m) and pass schoolhouse (27 m) edge of town, go straight ahead, pass large wood school (on right) to |
| 28.3 | 5.3 | Right-hand street; turn right to end of street, center of |
| 28.6 | 0.3 | POMEROY ,—bank on right-hand corner. Turn left to |
| 31.2 | 2.6 | End of road; turn right to next |
| 31.6 | 0.4 | Left-hand road just before RR. crossing; turn left, picking up telephone line; follow same across RR. (35.7 m) to |
| 37.0 | 5.4 | End of road; turn right; cross iron bridge (37.8 m), turning left with road just beyond, to southern edge of |
| 39.0 | 2.0 | FONDA ,—center of town $\frac{1}{4}$ mile to the right. Straight on, passing fairgrounds (on right) for 6 miles, pass schoolhouses (42.5 m & 44.5 m), to |
| 45.5 | 6.5 | 4-corners; turn right to next |
| 46.5 | 1.0 | Cross-road, turn left to |
| 46.9 | 0.4 | Right-hand road; turn right, shortly running onto Main St. of |
| 47.9 | 1.0 | NEWELL ,—4-corners,—business center straight ahead. Turn left with telephone line; straight on over iron bridge (49.9 m), pass schoolhouse (on right—50.4 m) to |
| 51.3 | 3.4 | End of road; turn right, leaving telephone line, to next |
| 52.3 | 1.0 | Left-hand road just before RR. crossing; turn left, passing road to Sulphur Springs (53.5 m—on right), to straight ahead, passing road to Sulphur Springs (53.5 m—on right), to |
| 55.2 | 2.9 | End of road; turn right to next |
| 55.6 | 0.4 | Left-hand road; turn left to |
| 56.6 | 1.0 | End of road; turn right, follow telephone line to next |
| 57.0 | 0.4 | Left-hand road; RR. crossing straight ahead. Turn left, pass schoolhouse and cemetery (58.0 m), shortly running along edge of lake (58.6 m) to |
| 59.6 | 2.6 | Lake Ave. ,—bandstand on left. Turn right on same, cross RR. (60.0 m) to center of |
| | | Note—At this point intersect Route 618, Denison to Spirit Lake. |
| 60.1 | 0.5 | STORM LAKE .
Storm Lake Automobile Supply Co., Stock Michelin Tires.
Straight ahead 1 block, turn left on W. 6th St. to |
| 60.6 | 0.5 | End of road; turn right to |
| 60.8 | 0.2 | Cross-road,—canning factory on farther left-hand corner. |

Turn left shortly, running along RR., bear left across same (65.2 m) into center of

- 65.8 5.0 **ALTA.** Jog right and immediately left to prominent
- 66.1 0.3 4-corners, at RR.; turn right across RR. and left at end of road just beyond; follow along RR. 2 miles to
- 68.2 2.1 End of road; turn right and next left, with telephone line, on main traveled road (72.9 m) to
- 73.9 5.7 End of road; turn right with poles—(town of Aurelia on left).
- 74.3 0.4 4-corners; turn left to
- 75.3 1.0 Cross-road; turn right to
- 77.2 1.9 4-corners, school on farther left-hand corner; turn left, go straight on, pass schoolhouses (79.1 m & 80.6 m) down long grade; cross wooden bridge (81.4 m); follow winding but direct road over 2 iron bridges (81.8 m), shortly running onto Main St. to center of
- 82.4 5.2 **CHEROKEE.**
 The North-West Garage, William & R. R. Sts., Stock Michelin Tires.
 Straight on, cross RR. (82.5 m—station on left); follow direct road up a number of fairly heavy grades, pass cemetery (on left—83.7 m); road is straight for 11 miles, passing numerous schoolhouses on good dirt road to prominent
- 94.7 12.3 Cross-road,—(church on farther right-hand corner, school on right). Turn right, pass schoolhouse (on left—96.6 m), picking up telephone line (97.7 m) and follow, passing school (98.6 m), and cemetery (99.1 m), to
- 99.7 5.0 Left-hand road; turn left, pass brick water-tower (on right) and schoolhouse just beyond, to center of
- 100.0 0.3 **MARCUS**,—4-corners—(blacksmith shop on farther left-hand corner); turn left to next
- 100.1 0.1 Right-hand turn; turn right. Straight on to
- 103.7 3.6 End of road; turn right across RR. and immediately left; straight on, follow direct road, bear left and then right (108.2 m) to
- 108.7 5.0 **REMSON**,—(center of town to left across RR.). Straight along north side of RR. to
- 108.8 0.1 End of road; turn right over 4 small bridges to
- 109.3 0.5 Left-hand road; turn left, with telephone poles, to
- 113.2 3.9 Cross-road, cemetery on farther right-hand corner; turn left, pass church (on right) to RR. crossing at
- 113.4 0.2 **OVENS**;—station on right. Straight on, shortly running upgrade to
- 114.1 0.7 Cross-road at top of hill; turn right, meeting telephone line, turning left around school (117.7 m) and then right, running along RR. (118.1 m); bear left away from same to
- 119.6 5.5 **7th St.**,—church and schoolhouse on left; turn right on 7th, cross RR. (station on right—119.8 m), to
- 120.0 0.4 **Main St.** Turn left to center of

Route 556

Fort Dodge Section

- 120.1 0.1 **LE MARS.** Straight through on Main St., cross RR. (120.3 m) to
- 120.5 0.4 **Green St.**,—church on farther left-hand corner; turn right, pass schoolhouse (120.6 m), to
- 120.7 0.2 Left-hand road just before RR. crossing; turn left along RR.—(avoid right-hand road across RR.—122.3 m). Straight on along RR. over 2 bridges to
- 123.9 3.2 4-corners; turn right over bridge and across RR., to prominent
- 124.4 0.5 4-corners, just beyond RR; turn left; crossing long iron bridge (127.1 m) to main street of
- 127.0 2.6 **MERRILL.** Turn right through center of town, cross RR. (127.3 m) to
- 127.4 0.4 End of road just after passing school and church; **turn left** and follow direct road with numerous turns to
- 129.4 2.0 Left-hand road; turn left, with telephone line, to
- 132.1 2.7 End of road; turn right, bear left (132.7 m) to
- 132.9 0.8 End of road; turn right with poles and left just beyond, to
- 135.1 2.2 **HINTON**,—(station on left). Straight on, jogging right and immediately left (141.6 m) to
- 141.6 6.5 **LEEDS**, picking up trolley and following same straight on, bearing left (143.0 m) and right (144.4 m) to
- 144.4 2.8 **22nd St.**; turn right on same, going up long steep grade to
- 144.8 0.4 **Court St.**, at top of hill,—hospital straight ahead. Turn left meeting trolleys, jogging right and immediately left (145.7 m) to
- 146.0 1.2 **4th St.** Turn right on 4th St. to Pierce St., center of
- 146.4 0.4 **SIOUX CITY**,—Pierce & 4th Sts.

The West Hotel. Bennett Auto Supply Co.

Interstate Auto & Supply Co., 609 Pierce St., Stock Michelin Tires.

For city map, see page 952. For diverging routes, see **Index map**, page 917.

Route 556—Fort Dodge to Spirit Lake, Ia.—113.9 m.

Route map, page 917

Reverse route, No. 591

Via Gilmore and Sioux Rapids; fairly good dirt roads over level country most of the way. Last 35 miles well traveled and good.

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 918.)

- 0.0 0.0 **FORT DODGE**, Central Ave. & 9th St., Court House on left. Start west on Central Ave. to park;
- 0.2 0.2 Jog right and then left half way around park, down fairly steep grade, cross RR. to
- 0.6 0.4 End of street,—cereal mill straight ahead; turn right, pass cereal mill (on left); under RR. (1.1 m), bear left across long iron bridge just beyond; turning right and then left (1.3 m) upgrade with telephone poles to prominent
- 2.4 1.8 Right-hand road; turn right with poles, pass schoolhouses (6.9 m, 10.0 m & 15.4 m). Follow direct road over rolling country,—some parts winding, but take no cross-roads. **Caution** for sharp turns on grades.

Fort Dodge Section

Route 556

- 16.3 13.9 End of road; turn left,—(road to right leads into **HUMBOLDT**). Pass schoolhouses (on right—18.2 m & 20.1 m), and schoolhouse and church (22.1 m) to
- 26.7 10.4 Right-hand road,—RR. crossing just ahead; turn right, take next left (27.1 m) and shortly turning right to
- 27.3 0.6 Left-hand street; turn left, bearing right around schoolhouse and next left past Gilmore Lumber Co., to the main street of
- 27.6 0.3 **GILMORE**. Turn right, through center of town, straight through
- 28.9 1.3 4-corners just after passing cemetery (on right); turn left across RR. (29.7 m), straight through numerous cross-roads, pass church (30.8 m) and school (31.8 m) to
- 32.8 3.9 4-corners; turn right, straight on across RR. and past cemetery (36.6 m) to
- 37.0 4.2 End of road just beyond second RR. crossing; turn left, pass RR. station, bearing right (37.4 m) to center of
- 37.5 0.5 **ROLFE**. Straight through 1 block, where turn left, crossing RR. to
- 38.1 0.6 Right-hand turn; turn right to
- 54.8 7.0 Cross-road; turn right with poles to
- 55.3 0.5 End of road; turn left, bearing right (56.0 m) to center of
- 38.2 0.1 End of road; turn left, and right just beyond, cross wooden bridge to
- 38.6 0.4 4-corners; turn left 1 mile, with telephone poles, to
- 39.6 1.0 Right-hand road; turn right, with poles, to next
- 40.6 1.0 Cross-road; turn left, pass schoolhouses (41.6 m, 43.5 m & 45.6 m) straight on to edge of
- 47.6 7.0 **HAVELOCK**,—4-corners; turn left, straight on through center of town to
- 47.8 0.2 End of road just after crossing RR.; turn right with telephone poles, pass schoolhouses (49.9 m, 51.9 m & 53.8 m) to
- 56.3 1.0 **LAURENS**. Straight through, cross RR. to
- 56.5 0.2 4-corners,—church on farther left-hand corner; turn left, cross RRs. (57.0 m & 57.4 m). Straight on, using caution for bad wooden bridge (59.1 m).
- 62.5 6.0 4-corners; turn right to next
- 63.2 0.7 Left-hand road; turn left, crossing RR. just beyond, to
- 63.6 0.4 **MARATHON**. Straight through, pass schoolhouse (on right) to
- 64.2 0.6 End of road; turn right, crossing RR. to
- 64.5 0.3 Cross-road; turn left, bearing left and right across RR. (65.2 m), pass schoolhouse (67.5 m); caution for bad wooden bridge. Straight on to
- 69.5 5.0 4-corners,—schoolhouse on farther left-hand corner; turn right, cross RR. (70.2 m), running onto gravel road to first
- 70.5 1.0 4-corners; turn left with gravel, follow across RR. (71.7 m) to

Route 556

Fort Dodge Section

- 72.4 1.9 Cross-road; turn right on gravel, which follow to
- 73.0 0.6 End of road; turn left, pass cemetery (on right), follow gravel (73.7 m) across RR. to
- 73.8 0.8 4-corners,—church on farther left-hand corner; turn right and left to center of
- 74.1 0.3 **SIoux RAPIDS**, end of street.
At this point interseet Route 618—Omaha to Spirit Lake.
Turn right, crossing RR. and long iron bridge (74.2 m), bearing slightly left on good road to
- 75.2 1.1 Fork; bear left up slight grade, pass cemetery and school (78.3 m). Straight on for about 11 miles, crossing RR. (81.3 m), avoiding all cross-roads. Just after crossing small wooden bridge (90.5 m), bear right to prominent
- 91.3 16.1 4-corners; turn left, cross iron bridge onto Main St., which follow to center of
- 91.8 0.5 **SPENCER. Fort Dodge Automobile Co.** (Branch.)
Straight through, cross RR. (station on left—92.0 m) to
- 92.8 1.0 End of road; turn left to
- 93.0 0.2 4-corners just after crossing RR.; turn right, follow road almost straight north across RR. (94.9 m), passing Fostoria (on left—98.9 m) to
- 99.9 6.9 End of road; turn right and left with road (100.3 m), jogging left and then right (103.8 m), turning left and next right (104.4 m).
- 104.8 4.9 Left-hand road; turn left and next right, crossing RR. to
- 105.3 0.5 **MILFORD.** Straight through, bearing right (107.5 m) and follow direct but winding road across RR. (109.5 m), through
- 108.9 3.6 **ARNOLDS PARK.** Cross RR. (109.4 m) and iron bridge (109.6 m) to
- 109.7 0.8 **OKOBOJI**—postoffice on right.
Keep straight ahead, swinging right with road (112.0 m).
- 112.5 2.8 End of road; turn left, follow slightly winding but direct road, crossing RR. (113.5 m).
- 113.6 1.1 4-corners just after crossing RR.; turn left.
- 113.8 0.2 4-corners; turn right 2 blocks to center of
- 113.9 0.1 **SPIRIT LAKE**—Antlers Hotel on far right.

Antlers & Orleans Hotels.

For diverging routes, see Index map, page 917.

46

IN all probability your favorite car will be equipped with the Warner Auto-Meter, "The Aristocrat of Speed Indicators," next year. Why not put on the Quality instrument now and bring your car up to date in advance. You'll never regret it.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

MASON CITY SECTION

ROUTES 561 TO 570.

The New Park Inn EUROPEAN

J. H. SUNDELL, Proprietor

Grill and Cafe in Connection
Cafe Open All Night

Mason City, Iowa

HATHORN AUTO CO. GARAGE

Open Day and Night. Steam Heat. Electric Light.
Vulcanizing and Expert Repairing. **FREE AIR**

MASON CITY

1 blk. from all hotels

IOWA



Route 561—Mason City to Waterloo—81.7 m.

Route map, page 917

Reverse route, No. 548

Via Charles City; good dirt road in dry weather over mostly level country.

MILEAGES

Total Intermediate

0.0	0.0	MASON CITY , Main & State Sts. Go east on State St., following same straight out under RR. (0.5 m), and across RR. (0.9 m), on direct road with a few turns, and just after bearing right with telephone poles to
1.9	1.9	Left-hand road; turn square left across iron bridge with poles. Straight on, to
3.5	1.6	4-corners; turn right with long row of willow trees to
4.0	0.5	End of road; turn left, pass schoolhouses (5.0 m & 7.9 m), bearing left, cross RR. (10.0 m) and then right, cross iron bridge to main street of

Route 562

Mason City Section

- 10.5 6.5 **NORA SPRINGS.** Turn left 1 block, then right, straight out of town; follow winding but direct road, cross RR. (11.0 m), winding through woods to
- 11.8 1.3 Right-hand road; turn right to next
- 12.9 1.1 4-corners, just after passing school on left; turn left on straight road to
- 16.9 4.0 **RUDD**, 4-corners,—church on left, center of town 2 blocks to the left. Straight ahead, crossing RR. (17.3 m), pass schoolhouses (20.8 m & 22.8 m) to
- 25.2 8.3 End of road; turn square left 1 block, then right, pass church (on left) to center of
- 25.5 0.3 **FLOYD.** Turn right 1 block, and then left, to
- 25.8 0.3 End of road; turn right, follow direct road with 1 or 2 turns, cross RR. (29.7 m), pass fairgrounds (on left—30.4 m) to Court House,
- 30.7 4.9 **CHARLES CITY**,—center of town two blocks to left.

Reed & Jacobs, Wisconsin & Blunt Sts., **Stock Michelin Tires.**

For complete running directions rest of the way to Waterloo see Route No. 194.

Route 562—Mason City to Waterloo, Iowa—81.2 m.

Route map, page 917

Reverse route, No. 549

Via Rockford, Greene, Clarksville and Janesville. On fairly good dirt roads in settled weather. This is a full option to the route via Charles City, and it is said to be better in wet weather because of a more sandy soil.

The Blue Book car did not cover the whole of this route. It has been furnished from reliable local information; although the turns are numerous, it is main traveled road all the way.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 929.)

0.0 0.0 **MASON CITY**, Main & State Sts.

From park go east on State St. running under RR. (0.5 m), crossing RR. (0.9 m), curving right with road—avoid good road (on left—1.9 m). Continue along south side of river on winding but direct road; cross RR. (3.4 m), to

- 3.8 3.8 Prominent left-hand road; turn left—avoid road to the right (4.6 m); curving right a short distance beyond; cross iron bridge pass creamery (on left),
- 4.9 1.1 End of road; turn right and left a short distance beyond, following along north bank of river on winding but direct road, past school (on left 9.1 m & 11.7 m), cross RR. (12.0 m) to first
- 12.3 7.4 Right-hand road; turn right, curving left along RR. (13.3 m), pass road (on right 13.7 m), curving left away from RR., follow winding but direct road along north side of Rock Island tracks; curving left with main travel (16.7 m) to the main street of
- 17.0 4.7 **ROCKFORD**; turn left on Main St., running straight out of town.
- 18.0 1.0 Prominent 4-corners on edge of town; turn right, crossing RR. (18.7 m), bearing left with road.
- 19.2 1.2 Prominent right-hand road—RR. straight ahead; turn right, pass schools (on right 20.0 & 23.4 m);

- 24.3 5.1 Prominent 4-corners; turn left, passing school (on left 26.1 m); continue straight ahead to center of
- 27.5 3.2 **MARBLE ROCK**—4-corners; turn right on principal street, running straight out of town, past cemetery (on left 27.8 m), follow winding but direct road past road (on left 28.6 m), bearing right with main travel (29.6 m); pass road (on left 30.1 m). Road is close to south side of Rock Island tracks all the way to center of
- 34.0 6.5 **GREENE**. Continue straight through on same thoroughfare between RR. (on left) and river (on right); jog left across RR., and immediately right (35.1 m), re-crossing same (36.6 m), follow winding but direct road across RR. (38.0 m)
- 38.9 4.9 End of road; turn right, crossing RR. at small village of **Packard** (39.3 m), running through small valley just beyond; cross iron bridge over Shell Rock River; pass school (on left 40.2 m). Continue straight south on direct road to
- 43.1 4.2 End of road; turn left, pass school (on right—44.6 m), re-crossing Shell Rock River (45.3 m) to
- 45.9 2.8 End of road just after RR. crossing; turn right, and left with main travel a short distance beyond to the main street of
- 46.5 0.6 **CLARKSVILLE**; turn right, following Main St. through center of town; cross RRs. (46.7 m & 47.1 m), re-crossing river to
- 48.1 1.6 End of road; turn left, bearing right with road;
- 48.9 0.8 Left-hand road; turn left, follow winding but direct road, cross RR. (49.8 m), curving left and right past cemetery (on left) just beyond;
- 50.0 1.1 Left-hand road; turn left—avoiding road (on left 50.8 m); bear right to
- 51.5 1.5 End of road; turn left, curving right around school (51.8 m).
- 52.5 1.0 Left-hand road—RR. straight ahead; turn left, follow main travel across 2 or 3 iron bridges to prominent 4-corners on northern edge of
- 54.8 2.3 **SHELL ROCK**. Turn left, curving right a short distance beyond, following main traveled road, straight east crossing RRs. (58.7 m & 59.8 m), jogging left and right with road, to
- 60.1 5.3 Prominent crossroad—road to the left leads into Waverly; turn square right, following main travel to
- 63.1 3.0 End of road; turn left and right with road (63.3 m) to
- 64.7 1.6 4-corners; turn left across long iron bridge to first
- 65.1 0.4 Right-hand road; turn right to center of
- 65.3 0.2 **JANESVILLE**. Turn left 2 blocks, where turn right, running down slight grade, across RR.—(station on left), bear left along tracks a short distance, pass schoolhouse (66.7 m) and church (69.6 m), and schoolhouse (70.6 m)

Route 564

Mason City Section

- 71.1 5.8 End of road; turn left to
- 72.1 1.0 End of road; turn right, cross RR. (72.9 m) to
- 73.3 1.2 Fork;—edge of Cedar Falls. Turn left, cross RR. (73.5 m), bear left just beyond, pass schoolhouse (75.1 m); cross RR. (75.5 m) to prominent
- 76.0 2.7 4-corners; turn right, cross RR. (76.3 m), bearing left with road (77.0 m) to
- 77.4 1.4 Right-hand road; turn right, follow road along river bank to
- 78.2 0.8 Left-hand road; turn left, cross RR. (79.1 m), running onto Parker St., with trolleys, which follow to
- 79.5 1.3 **Logan Avenue**; turn right, crossing RR. and iron bridge (79.9 m) to intersection of
- 80.3 0.8 **Almond St.**; bear left on Almond and immediately right on Walnut St., following same to
- 80.6 0.3 **4th St.** Turn right on same—with trolleys—which follow straight ahead, passing park (on right—80.8 m), across iron bridge to end of same at Commercial St.,
- 81.2 0.6 **WATERLOO**, Commercial & 4th Sts.

The Ellis Hotel, Sycamore & Fifth Sts.

Morris Motor Car Co., Opposite hotel.

For city map, see page 900. For diverging routes, see **Index map**, page 917.

For through connections, see **Trunk-line Index Map**, front of book.

Route 564—Mason City to St. Paul—Minneapolis—142.4 m.

Route map, pages 917 & 366

Reverse route, No. 195

Via Albert Lea and Owatonna. Fair dirt roads to Albert Lea and mostly gravel the rest of the way.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 929.)
page 725.)

- 0.0 0.0 **MASON CITY**, Main & State Sts.—park on left. Start north on Main St., cross iron bridge and under RR. (1.3 m), schoolhouse (on left—2.1 m), to
- 2.3 2.3 Irregular 4-corners; avoid RR. crossing just ahead, **turn left** with telephone poles, bear right just beyond, across RR. (2.6 m), to
- 2.9 0.6 Right-hand road, just after road turns left; **turn right**, over iron bridge, with telephone poles, to
- 4.3 1.4 Right-hand road; turn right, with poles, over iron bridge; pass schoolhouse and cross 2 RRs. (4.8 m), to first
- 5.2 0.9 Left-hand road; turn left, still with poles, to
- 8.0 2.8 End of road; turn left—use **Caution** for bad sinkhole (8.3 m).
- 8.5 0.5 Right-hand road just before RR. crossing; turn right, pass schoolhouse (on right—9.3 m) and church (10.1 m), cross RR. (10.3 m), to
- 10.5 2.0 **MANLY**; straight through across RR. (11.0 m), pass

Hopkins ELECTRIC Speedometer
 “No Flexible Shaft”
 and
The Electrodrometer

**Runs quiet
as a watch.
Needs no attention.**

*See page facing
front cover*

**Shows each
one-tenth mile
in easily-read figures.**

Mason City Section

Route 564

- schoolhouse (on right—13.2 m), bear left and then right (14.0 m) again at (14.5 m), to
- 14.8 4.3 End of road; turn left, cross RR., at
- 15.2 0.4 **KENSETT**—station on right. Straight on to
- 15.4 0.2 Third turn after station; turn right, jogging left and immediately right with telephone poles (15.6 m), over a number of bridges (16.5 m & 18.4 m), to
- 19.5 4.1 End of road; turn left and immediately right, still with poles.
- 21.4 1.9 4-corners, church on right, 2 schoolhouses on opposite corners. Turn left 1 block to center of
- 21.5 0.1 **NORTHWOOD**; turn right 1 mile to
- 22.5 1.0 Left-hand road, just before RR. crossing. Turn left and then right (22.9 m); cross RR. (23.8 m), to first
- 24.0 1.5 Left-hand road; turn left across RR., and right (24.6 m); pass schoolhouse (on left—25.3 m), cross RR. (26.0 m), jog right and left (26.4 m), to
- 27.3 3.3 End of road; turn left, and next right, just beyond, with telephone poles—church and school on opposite sides of the road (27.5 m), to
- 30.5 3.2 4-corners; turn left with telephone line; follow winding but direct road over iron bridge (31.2 m).
- 32.4 1.9 Jog left and immediately right (32.4 m), to
- 32.5 0.1 End of road; turn left to center of
- 32.6 0.1 **GLENVILLE**. Straight through 1 block—church on left-hand corner, to
- 32.7 0.1 4-corners; turn right across RR. (at station); follow direct road, with a few turns, to
- 35.2 2.5 Right-hand road; turn right to
- 35.9 0.7 End of road at top of hill; turn left, with main travel, along narrow winding road overlooking lake (on right), up fairly steep grade (37.8 m); jog left and right (38.9 m) to prominent
- 39.7 3.8 Left-hand street; turn left on main traveled street to
- 40.1 0.4 4-corners; turn right across RR. (40.3 m), to
- 40.4 0.3 4-corners at top of grade—Courthouse on left; turn left 1 block to center of
- 40.5 0.1 **ALBERT LEA**. Turn right on brick pavement, 3 blocks,
- 40.7 0.2 4-corners; turn right to
- 40.9 0.2 Fork; bear left across iron bridge just beyond, pass church (on right—42.5 m), to
- 44.6 3.7 Branch road on right; turn right, cross RR. (45.5 m); turn left with road (46.1 m), to
- 47.0 2.4 Right-hand road—red barn just ahead on right; turn right; follow winding, but almost direct road over rolling country to
- 50.4 3.4 Fork; just after passing church and cemetery (on left), bear right; pass schoolhouse (on left—51.1 m); cross iron bridge (53.8 m), into

Route 566

Mason City Section

- 54.5 4.1 **GENEVA**—4-corners. Turn right 1 short block and then left, picking up telephone poles.
- 55.0 0.5 Jog right and then left (55.0 m), avoiding all cross-roads; cross 3 iron bridges (60.7 m, 61.9 m & 62.1 m). Turn right and then left with telephone line (64.9 m); follow winding road to
- 66.5 11.5 End of road—creamery (on left). Turn left with poles; pass church (on left—66.7 m), same thoroughfare becoming S. Cedar St., which follow to park. Jog halfway around park to N. Cedar St.
- 73.0 6.5 **OWATONNA**, Broadway & N. Cedar Sts.

The Owatonna, half block west of park.

C. Zamboni & Sons, Cedar & Pearl Sts., Stock Michelin Tires.

For diverging routes see **Index map**, page 366.

For complete running directions rest of the way to St. Paul see Route No. 550A.

Route 566—Mason City to Spirit Lake, Ia.—129.6 m.

Route map, page 917

Reverse route, No. 595

Good natural dirt road. Liable to be bad after a spell of wet weather.

This route was not covered by the Blue Book car between Clear Lake and Spencer, but has been written from accurate local information and county maps, and we believe tourists will have no trouble in following these directions.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 929.)

0.0 0.0 **MASON CITY**, State & Main Sts.

Go west on State St. past park (on right).

- 0.4 0.4 End of street; turn square left across iron bridge and RR.
- 0.6 0.2 End of street; turn right with telephone line across RR. (0.7 m), bearing right and then left with road (6.5 m), still with telephone poles; cross RR. (8.4 m), past cemetery (on left), shortly running onto Division St.
- 9.2 8.6 Point of 5 roads—church on left; turn left and right just beyond to cross street.
- 9.4 0.2 Turn left to center of
- 9.6 0.2 **CLEAR LAKE**. Turn right.
- 9.8 0.2 End of road; turn right, swinging left along shore of lake.
- 10.0 0.2 Fork; bear left along lake on winding road, passing school-house and church at **Ventura** (14.9 m).
- 16.9 6.9 End of road; turn left.
- 17.6 0.7 First right-hand road; turn right.
- 19.6 2.0 4-corners; turn left.
- 20.1 0.5 First 4-corners; turn right, crossing RR. (22.0 m).
- 22.1 2.0 Turn left with main travel.
- 22.3 0.2 **GARNER**. Turn right, following main travel.
- 22.7 0.4 End of road; turn right, crossing RR. just beyond and swinging sharp left with road (23.0 m) past cemetery (on right—24.8 m), passing poor farm (on right—27.9 m) straight through **Duncan** (28.1 m), jogging left and immediately right with road (30.2 m), jogging left across RR. (32.0 m), and immediately right. Jog left and immediately right with road (32.6 m) straight through **Britt** (33.1 m). **Caution not to pass**

Mason City Section		Route 566
35.6	12.9	Right-hand road; turn right across RR. and immediately left (35.8 m); avoid road to the left leading to Hutchins and road to the left leading to Wesley (42.8 m).
53.3	17.7	End of road; turn left.
54.4	1.1	End of road; turn right across RR.
54.6	0.2	First left-hand road after crossing RR.; turn left, crossing RR. (54.9 m).
55.2	0.6	4-corners; turn right.
55.4	0.2	ALGOMA. Straight through with main travel.
55.8	0.4	Left-hand road; turn left with main travel.
56.1	0.3	4-corners at top of hill; turn right downgrade, going over long iron bridge (56.6 m), and up slight grade beyond, crossing RR. (61.4 m), swinging right with road at cemetery (65.2 m).
65.6	9.5	End of road; turn right, immediately passing Fair Grounds (on left). Caution not to pass
68.6	3.0	4-corners; turn left.
81.6	13.0	EMMETSBURG —Court House on left. Straight through.
82.6	1.0	4-corners; turn right.
83.2	0.6	Left-hand road—school-house on left; turn left, crossing iron bridge (83.8 m) across RR. (89.2 m), past school-house (on right—89.4 m), jogging right across RR. and immediately left (91.4 m).
93.6	10.4	RUTHVEN , end of road; turn left, crossing 2 RRs.
94.0	0.4	End of road; turn right, passing school-house (on right—98.0 m), avoiding road to the right leading to Dickens (100.6 m).
101.0	7.0	4-corners; turn right, crossing RR.
102.0	1.0	4-corners; turn left, swinging right with road and crossing bridge (104.8 m) across RRs. (105.5 m & 107.3 m).
107.5	5.5	SPENCER. Turn right with main travel, crossing RR. (107.7 m).
108.5	1.0	End of road; turn left, cross RR. to first
108.7	0.2	4-corners; turn right, follow almost straight road, cross RR. (110.6 m) (pass Fostoria on left—114.6 m).
115.6	6.9	End of road; turn right and next left on direct road with main travel, turning left (120.1 m) and right just beyond to
120.2	4.6	Left-hand road; turn left and next right, cross RR. to
121.0	0.8	MILFORD. Straight through, turning sharp right with road, across RR. and immediately left (124.0 m), crossing iron bridge (125.3 m).
125.4	4.4	OKOBOJI —Post Office on right. Straight through swinging sharp right with road (127.7 m).
128.2	2.8	End of road; turn left, jogging right and immediately left with road across RR. (129.2 m).
129.3	1.1	4-corners; turn left.
129.5	0.2	4-corners; turn right 2 blocks to center of
129.6	0.1	SPIRIT LAKE —Antlers Hotel on far right.

Antlers & Orleans Hotels.

For diverging routes, see Index map, page 917.

Route 568

Mason City Section

Route 568—Mason City to Marshalltown, Ia.—90.9 m.

Route map, page 917

Reverse route, No. 569

Via IOWA FALLS. Good dirt roads in dry weather.

MILEAGES (For this and optional exits, see city map, page 929.)
 Total Intermediate

0.0	0.0	MASON CITY , Main & State Sts.,—park on right.
		Go south on Main St. with trolley line, cross iron bridge (0.4 m) under RR. (0.7 m), cross RR. (1.5 m), follow telephone line past schoolhouses (2.3 m, 3.8 m & 7.8 m), to
9.8	9.8	End of road; turn left with telephone line and main travel, passing schoolhouse (on right), to next
10.2	0.4	Right-hand road—poor road ahead; turn right with poles, passing Rockwell over to the left (11.8 m); straight on with main line of telephone wires, pass schoolhouse (11.9 m), cemetery (12.2 m), crossing RR. (12.9)
15.1	4.9	End of road; turn right with wires to next
15.6	0.5	Left-hand road; turn left, still with poles; pass school (on right—16.6 m), pass cemetery (18.1 m)—avoid good road to right into Sheffield , cross RR. (28.3 m) into western edge of
28.8	13.2	HAMPTON ,—large brick High School on left—business center a few blocks to the right; continue straight ahead, crossing RR. (29.3 m), pass schools (30.5 m & 32.3 m). Straight through all crossroads, bearing slightly right and left across wooden bridge (32.9 m); pass schoolhouse (36.4 m), and school and church (38.4 m),
41.3	12.5	4-corners; turn left—road to right leads to Fort Dodge—crossing RR. at creamery (48.8 m).
48.9	7.6	4-corners; turn right, crossing RR. to center of
49.3	0.4	ACKLEY ; turn left and follow main travel, going almost straight south, passing school-house (on left—53.5 m).
54.4	5.1	End of road immediately after crossing RR.; turn left, crossing RR. at Cleves Station just beyond.
56.5	2.1	Irregular 4-corners; turn right, crossing RR. (56.8 m), again at Whitten (70.9 m). Caution not to pass
71.5	15.0	Left-hand road; turn left, passing school-house and church (on right—72.5 m).
76.5	5.0	4-corners—school-house on near left; turn right, crossing RR. (77.7 m), straight through prominent 4-corners—school-house on right (78.5 m), passing road on the left leading to Waterloo (88.5 m), crossing iron bridge (89.5 m), same thorofare becoming 3d St.
90.6	14.1	Main St. ; turn right to center of
90.9	0.3	MARSHALLTOWN , Center & Main Sts.—Court House on left.

The Stoddart, Main & Third Sts.

Eldridge-Beebe Auto Co., 14 N. First St.

Marshall Auto Co., 122 E. Main St.

Johnston Automobile Co., Stock Michelin Tires.

For city map, see page 890. For diverging routes, see **Index map**, page 917.

For through connections, see **Trunk-line Index Map**, front of book,

Route 569—Marshalltown to Mason City, Ia.—90.9 m.

Route map, page 917

Reverse route, No. 568

The first part of this route from Marshalltown to Ackley has not been covered by the Blue Book car, but has been compiled from authentic data obtained from local sources. Good road except in very wet weather.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 890.)

- | | | |
|------|------|--|
| 0.0 | 0.0 | MARSHALLTOWN , Main & Center Sts.
From Court House (on right) go east on Main St. |
| 0.3 | 0.3 | 3d St. ; turn left, crossing iron bridge (1.4 m), passing road to the right leading to Waterloo (2.4 m), straight through 4-corners at school-house (on left—12.4 m); road to the right leads to Conrad; cross RR. (13.2 m). |
| 14.4 | 14.1 | 4-corners—school-house on far left; turn left, crossing RR. (18.1 m). |
| 19.4 | 5.0 | End of road; turn right, going straight through Whitten (20.0 m), crossing RR. (34.1 m). |
| 34.4 | 15.0 | Irregular 4-corners immediately after crossing RR.; turn left, crossing RR. at Cleves Station (36.3 m). |
| 36.4 | 2.0 | First right-hand road immediately after crossing RR.; turn right, immediately crossing RR., passing school-house (on right—37.4 m). |
| 41.6 | 5.2 | ACKLEY . Turn right, crossing RR. |
| 42.0 | 0.4 | 4-corners; turn left, crossing RR. at creamery (on right—41.1 m). |
| 49.6 | 7.6 | 4-corners; turn right (road to left leads to Fort Dodge); pass school-house (50.6 m) and church and schools (52.5 m & 54.5 m), through prominent crossroad (58.4 m), past schoolhouses (58.6 m & 60.4 m), follow main telephone line across RR. (61.6 m) to eastern edge of |
| 62.1 | 12.5 | HAMPTON —4-corners, large brick high school on farther right, business center a few blocks to the left; continue straight through with poles, crossing RR. (62.6 m), pass schools (64.3 m, 66.3 m & 70.3 m). Avoid good road leading into Sheffield (72.3 m), pass cemetery (on right—72.8 m), pass school (on left—74.3 m) to |
| 75.3 | 13.2 | End of road; turn right with poles to next |
| 75.8 | 0.5 | Left-hand road; turn left with poles, pass cemetery (on right—77.3 m), cross RR. (78.0 m), pass cemetery (78.7 m) and school (79.0 m). Straight ahead, passing town of Rockwell over to the right. |
| 80.7 | 4.9 | End of road; turn left with main travel to next. |
| 81.1 | 0.4 | Right-hand road—poor road straight ahead; turn right with poles, pass schools (on right—83.1 m, 95.1 m & 87.1 m), and school (on left—88.6 m), cross RR. (89.4 m), running under RR. (90.2 m) and over iron bridge to center of |
| 90.9 | 9.8 | MASON CITY , Main & State Sts.—park on left. |

The Park Inn, South side of Court House.

Hathorn Auto Co., Washington & 5th St., Stock Michelin Tires.

For city map, see page 929. For diverging routes, see Index map, page 917.

For through connections, see Graphic Trunk-line Chart, inside front cover.

DES MOINES SECTION**ROUTES 571 TO 580.**

Route Center—The intersection of Fifth Ave. and Walnut St. has been taken as the starting point of all routes out of Des Moines, as it is practically the heart of the city and most convenient to hotels and garages. Although street signs are not placed in the ordinary way, they can be easily seen on the four corners of the sidewalk in large white letters.

Points of Interest—Des Moines is not only the capital of Iowa, but is one of the chief commercial cities of the state, with a population of over 86,000. It is an important railroad center, particularly for the Rock Island system, with many other roads branching in all directions. The work of boosting Des Moines has probably been carried on in a more systematic way than in any other city, as the advertising of the Greater Des Moines Committee may be read in the most important publications all over the United States. In city government it is one of the few cities to adopt the commission plan, which is said to be working with excellent results.

The **Capitol building** is ideally located on a hill in the eastern part of the city overlooking the business section. Opposite the capitol building at the corner of Locust and Twelfth Sts. is the building of the State Historical Society. The new postoffice building is located at Walnut St. just west of the new concrete viaduct over the Des Moines River. Grand Ave., after it leaves the business section towards the west, is one of the most beautiful residential streets to be found anywhere in the Middle West.



**Largest and Best Equipped
GARAGE
REPAIR SHOP**
and stock of
**ACCESSORIES
IN IOWA**

OPEN DAY AND NIGHT

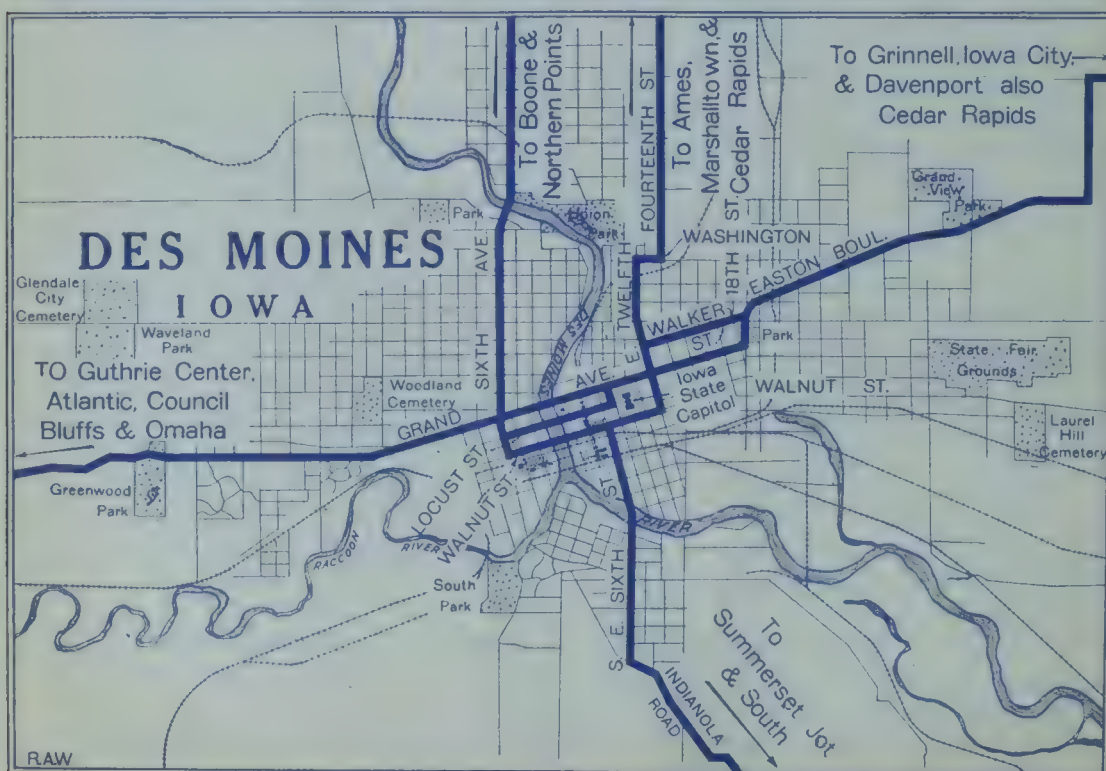
One block north of the Chamberlain Hotel
WE CATER TO TOURISTS

**BERNHARD & TURNER
AUTOMOBILE CO.**

508-510-512 Seventh Street

DES MOINES, IOWA

Phone Walnut 1401



Route 571—Des Moines, Ia., to Omaha, Neb.—163.0 m.

Route map, page 940

Reverse route, No. 612

Via Guthrie Center and Atlantic. On dirt roads practically the entire distance. The latter part of the route, particularly from Guthrie Center west, is over rolling country with some fairly steep grades.

This route is the continuation of the Davenport-Des Moines route, completing the River-to-River Road, which, through the co-operation of property owners along the way, is kept in remarkably good condition by dragging after practically every rain. During summer months it is a very pleasant trip through one of the richest farming districts in the United States.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 938.)

0.0	0.0	DES MOINES , Walnut St. & 5th Ave. Go north 2 blocks on 5th Ave.
0.1	0.1	Grand Ave. ; turn left, going straight ahead on brick pavement out of city, passing between Greenwood Park (on left) and Ingersol Park (on right—3.0 m), leaving pavement just beyond, shortly running down long grade across trolley (4.0 m) and RR. (4.2 m), curving right to
4.4	4.3	3-corners; bear left, avoiding road across tracks, running up long grade. Follow straight road over rolling country, across RR. (9.7 m). Take care not to pass
10.7	6.3	4-corners, where church may be seen about $\frac{1}{4}$ mile ahead (on right); turn right, crossing RR. (11.4 m).
12.0	1.3	End of road; turn left across RR. (13.3 m), turning right with road (14.3 m).
14.8	2.8	Do not cross RR. , turn left with main travel jogging

FOLLOW OUR ROAD SIGNS TO DES MOINES

Garage for Motorists

We solicit the patronage of motorists and give only the best of service. Our Repair Shop and Tire Vulcanizing Department is the very best.

We have a large stock of Tire and Automobile Assessories. High Grade Gasoline and Oils.

Iowa Automobile & Supply Co.

OPEN DAY AND NIGHT

Fourth and Locust Sts.

DES MOINES, IOWA



- right and left (15.1 m), keeping straight ahead to
- 15.1 0.7 **WAUKEE**—small park and Post Office on left. Continue straight ahead.
- 15.9 0.4 Just after road curves right turn left, avoiding RR. crossing; keep straight ahead along tracks through small town of **Ontarioville** (19.4 m). Cross RR. (20.6 m) and long iron bridge over Raccoon River (22.2 m).
- 22.3 6.4 Just beyond river jog right and left with main travel.
- 22.4 0.1 Turn right around lumber yard for 1 block and then left to center of
- 22.6 0.2 **ADEL**—Court House on right. Continue straight ahead through town, crossing RR. (23.4 m), turning left with road across tracks (23.7 m).
- 24.0 1.4 Avoid private road straight ahead, turning right with main travel.
- 25.6 1.6 End of road; turn left, bearing right with road short distance beyond. Continue straight west over rolling country.
- 31.0 5.4 **Caution** for sharp right and left turn under RR., running upgrade just beyond.
- 32.6 1.6 End of road; turn left downgrade to center of
- 33.0 0.4 **REDFIELD**—2 banks on diagonal corners. Turn right, crossing RR. (33.1 m), passing flour mill over to right, crossing Raccoon River again.
- 33.7 0.7 End of road; turn right to first
- 33.9 0.2 Left-hand road; turn left up long grade which has rather steep pitch (34.3 m). Avoid road to the left (35.2 m). Road is almost straight ahead with main travel.
- 36.8 2.9 End of road; turn left, curving right with road just beyond.
- 38.3 1.5 Right-hand road—poor road straight ahead; turn right.
- 39.1 0.8 End of road; turn left.
- 40.6 1.5 End of road; turn left, jogging right and left around cemetery. Beautiful view of valley to be had from top of long grade.
- 41.7 1.1 Bear right across small wooden bridge, going straight ahead upgrade through **Dale City** (42.0 m). Follow winding road with main travel, using caution on sharp turns.
- 43.7 2.0 Right-hand road at top of hill; turn right, continuing over rolling country.
- 45.5 1.8 Left-hand road; turn left, follow main traveled road

Des Moines Section

Route 571

with numerous right and left turns for nearly a mile, then straight ahead, crossing RR. (48.4 m), bearing slightly right and left to

- 48.5 3.0 **MONTEITH.** Continue straight through upgrade, jogging slightly left and right out of town.
- 48.9 0.4 4-corners—cemetery on right; turn right downgrade.
- 49.4 0.5 Left-hand road immediately before RR.; turn left, jogging left and right with road (49.6 m).
- 50.4 1.0 End of road; turn right, taking next left along tracks, turning sharp right and left across same (51.4 m); follow main travel with numerous turns.
- 52.6 2.2 End of road; turn right.
- 52.8 0.2 End of road—school on right; turn left, curving right away from RR. (53.0 m).
- 53.5 0.7 Avoid poor road straight ahead, turning left with main travel, shortly curving right along tracks and left with road (54.6 m).
- 54.7 1.2 Turn right with main travel upgrade to center of
- 55.0 0.3 **GUTHRIE CENTER**—Times Building on right.

Turn square left on principal street, running down slight grade. Bear left across RR. (55.2 m), crossing iron bridge a short distance beyond. Turn left with road to first

- 55.6 0.6 Right-hand road; turn right up long grade, avoiding road to the left (56.4 m). **Caution** for long grade winding to the right (57.5 m).
- 57.8 2.2 Left-hand road; turn left upgrade, following main travel straight ahead over rolling country on ridge road most of the way, with some very fine views.
- 63.4 5.6 Right-hand road; turn right with main travel, curving left just beyond; continue straight ahead (65.2 m) past large sign (on left) marking the dividing point of the watershed of the Missouri and Mississippi Valleys. Continue ahead to next
- 66.0 2.6 4-corners; turn left upgrade, going straight ahead for 2 miles.
- 68.0 2.0 4-corners; turn right, going straight upgrade through small town of **North Branch** (68.5 m).
- 70.9 2.9 4-corners, foot of grade—school on farther left; turn left upgrade for 2 miles.
- 72.9 2.0 4-corners—school on farther right; turn right over very rolling country for 2 miles.
- 74.9 2.0 4-corners—school on right; turn left upgrade, follow winding but direct road.



Hopkins ELECTRIC Speedometer
No Flexible Shaft
and
The Electrodrometer

Runs quiet as a watch.
Needs no attention.

Shows each one-tenth mile in easily-read figures.

See page facing front cover

Route 571

Des Moines Section

- 76.2 1.3 End of road; turn left, continuing on winding road, curving right (77.4 m), straight ahead to center of
- 80.0 3.8 **EXIRA**—park on left. Go 1 block beyond park, turn left
- 80.3 0.3 End of street; turn right to next
- 80.7 0.4 Left-hand road; turn left with telephone poles and main travel, turning right with road (82.1 m).
- 82.3 1.6 Avoid poor road straight ahead, turning left still with poles.
- 82.8 0.5 4-corners—school on farther right; turn right, follow winding but direct road, going down long grade (84.0 m); town of Brayton may be seen over to the right. Straight through small town of **Oakfield** (85.3 m), running up long grade.
- 86.0 3.2 Right-hand road—telephone poles go straight ahead; turn right, follow winding but direct road. **Caution** for sharp right turn (87.7 m), crossing RR. (88.1 m) to first
- 88.7 2.7 4-corners; turn left, passing through edge of Lorah (91.6 m); follow winding but direct road with telephone poles.
- 93.9 5.2 Left-hand road just after road curves right; turn left, crossing RR. (94.6 m), running between 2 ponds short distance beyond, straight through prominent cross-road (95.9 m), winding to the right just beyond.
- 96.9 3.0 End of road; turn right with main travel to first
- 97.7 0.8 4-corners; turn left, shortly crossing a number of bridges and RR. (98.4 m).
- 98.6 0.9 **3d St.**—first block beyond RR.; turn right to center of
- 99.0 0.4 **ATLANTIC**, Main & 3d Sts.

Johnson Automobile Co., Stock Michelin Tires.
 Turn right 1 block on Main St., then left on 2d St., crossing RR. (99.6 m), curving right with road (100.1 m).
- 100.3 1.3 Left-hand road; turn left to first
- 100.8 0.5 Right-hand road just before iron bridge; turn right, follow winding but direct road.
- 103.5 2.7 Right-hand road; turn right, going straight ahead; avoid road to the left (104.0 m); cross over RR. viaduct (104.6 m).
- 105.0 1.5 End of road; turn left to center of
- 106.7 1.7 **MARNE**. Go through town, turning left across RR. (106.8 m), going straight ahead for over 5 miles.
- 112.3 5.6 4-corners; turn right, turning left and right with road (114.2 m) across RRs. to edge of
- 114.4 2.1 **WALNUT**—blacksmith shop on right; turn square left.

47

PRACTICALLY every dealer in Automobiles has a Warner Auto-Meter on his personal car. Notwithstanding that he often sells cheap speed indicators to his customers. He thus questions in advance your ability to pay the price for Quality.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Des Moines Section

Route 571

Road is almost straight west for over 2 miles, jogging left and right across RR. (114.8 m), recrossing RR. (115.4 m).

- 116.8 2.4 Left-hand road; turn left, curving right with road (117.3 m); follow main travel along RR.
- 119.3 2.5 End of road; jog right across wooden bridge and immediately left around school, going straight ahead to center of
- 120.9 1.6 **AVOCA.** Continue straight ahead through town on High St., crossing RRs. (121.2 m, 130.1 m & 130.9 m).
- 131.2 10.3 4-corners; turn left, curving right with main travel (131.7 m) to center of
- 132.1 0.9 **MINDEN**—park on right. Go straight ahead, jogging left and right a short distance beyond square, following along north side of RR.
- 135.3 3.2 End of road; jog left and then right on diagonal road, curving left and right across RR. (135.9 m).
- 136.5 1.2 4-corners; turn right, keeping right across 2 RRs. into
- 136.8 0.3 **NEOLA**—blacksmith shop on left, coal office on farther right; turn left, going straight ahead along tracks out of town.
- 137.8 1.0 End of road; turn left short distance, taking first right; follow winding road with main travel.
- 138.9 1.1 Left-hand road; turn left, continuing on angling road along north side of tracks.
- 139.9 1.0 Avoid road across tracks by bearing slightly right along same.
- 141.2 1.3 Just after crossing small wooden bridge bear right away from RR. with road.
- 141.9 0.7 Left-hand road; turn left across small wooden bridge.
- 142.9 1.0 End of road; turn left, jogging right and left across first RR., turning right again to center of
- 143.2 0.3 **UNDERWOOD.** Go straight through town, curving left and right across RR. and small wooden bridge (143.5 m).
- 144.0 0.8 4-corners; turn right, crossing wooden bridge. Cross 2 RRs. (144.3 m) to first
- 144.7 0.7 Left-hand road; turn left, curving right with road (145.9 m).
- 146.4 1.7 4-corners; turn left, avoiding road to the left across tracks (147.0 m). Curve right with telephone poles and main travel, which follow with one or two turns.
- 148.9 2.5 Left-hand road—school ahead on right; turn left, following main travel to center of
- 149.5 0.6 **WESTON.** Keep ahead along tracks, bearing right away from same at edge of town; follow winding but direct road.
- 151.1 1.6 Left-hand road immediately after road turns right; turn left, continuing with main travel, coming along close to RR. (152.2 m), leaving tracks again a short distance be-

Route 573

Des Moines Section

- yond. Avoid road to the right (154.2 m), keeping along close to RR.
- 155.2 4.1 Irregular 4-corners—school straight ahead; keep slightly left, avoiding RR. crossing just beyond, following telephone poles.
- 157.2 2.0 End of road—store on right; turn right onto Pierce St.
- 157.4 0.2 At Edmundson Hospital, on left; turn right, meeting trolley.
- 157.5 0.1 **Broadway**; turn left with trolley, following same straight ahead to center of
- 158.5 1.0 **COUNCIL BLUFFS**, Broadway & Pearl Sts.
- Continue straight ahead on Broadway over rather poor block pavement for short distance, crossing RRs. at stations (159.0 m), running onto brick boulevard; follow same straight ahead, crossing long iron bridge over Missouri River (162.5 m—toll 10c for car, 5c each passenger), running onto Douglas St.; follow same to center of
- 163.0 4.5 **OMAHA**, Douglas & 15th Sts.

New Henshaw Hotel, Fifteenth & Farnam Sts.

Hotel Rome, Fifteenth & Douglas Sts.

Guy L. Smith's Garage, 2205 Farnam St.

Electric Garage Co., 2216 Farnam St.

For city map, see page 989. For diverging routes, see **Index map**, page 917.

For through connections see **Trunk-line Chart**, front of book.

Route 573—Des Moines, Ia., to Davenport—187.0 m.

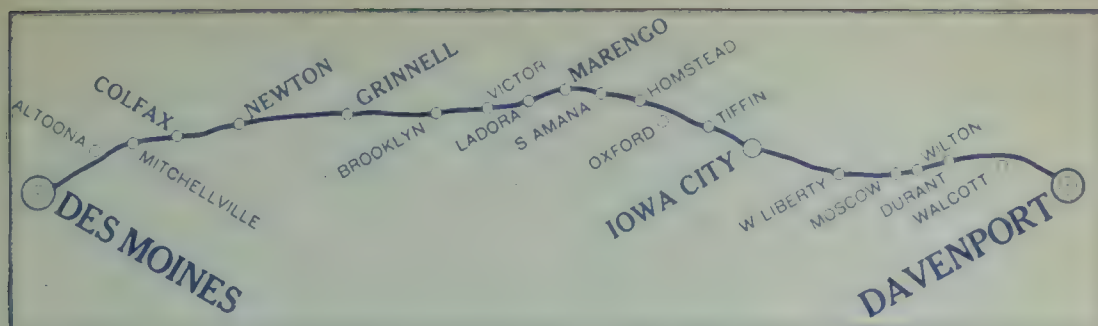
Route map, page 945

Reverse route, No. 525

Via Colfax, Newton, Grinnell, Marengo and Iowa City. This route is the second half of the River to River Road from Omaha to Davenport. Due to the co-operation of property owners along the way it is dragged after almost every rain, therefore during the summer months will be found in excellent condition practically all the time.

MILEAGES
Total Intermediate (For this and optional exits, see city map, page 938.)

- 0.0 0.0 **DES MOINES**, Walnut St. & 5th Ave.
Go north 2 blocks on 5th Ave.
- 0.1 0.1 **Grand Ave.**; turn right, going straight ahead across long iron bridge over Des Moines River, crossing a number of RR. tracks just beyond; upgrade past State Capitol (on right), keeping straight ahead.
- 2.2 2.1 **18th St.**; turn left, meeting trolley short distance beyond:
- 2.6 0.4 **Easton Boul.**; turn right with trolley, crossing RR. (2.8 m). Trolley ends (3.4 m); continue straight ahead, running down long grade across interurban (4.5 m). **Take care not to pass**
- 5.5 2.9 Left-hand road; turn left with one line of telephone poles.
- 6.5 1.0 End of road; turn right for $\frac{1}{2}$ mile.
- 7.0 0.5 Left-hand road; turn right with main travel and poles.
- 8.0 1.0 4-corners immediately after trolley comes in from the left; turn right, follow trolley straight ahead across 2 RRs., where trolley leaves to the left (10.1 m). Avoid left-hand road leading to Altoona (11.0 m).
- 14.0 6.0 4-corners; school-house on near right; turn left, crossing RR. (15.2 m).



- 15.5 1.5 Right-hand road; turn right, passing straight through **Mitchellville** (18.0 m).
 18.5 3.0 End of road; turn left, immediately crossing RR.
 19.0 0.5 4-corners; cemetery on near left; turn right, jogging right and immediately left across RR. and trolley (23.0 m), crossing RR. (23.8 m), same thorofare becoming State St.
 24.2 5.2 **South Locust St.**; turn left for about 5 blocks.
 24.5 0.3 Right-hand street; church on left; turn right to center of
 24.6 0.1 **COLFAX**. Bank on right.

For **Hotel Colfax** keep straight ahead to standpipe where turn right, taking next left to end of road where turn left, following direct road winding through Epworth League Park and woods to the hotel.

Continue straight ahead on Main St., going up long grade.

- 25.0 0.4 **Oak Park St.**; standpipe on farther right; turn right.
 25.5 0.5 Prominent left-hand street; bear left.
 25.6 0.1 Prominent right-hand street; bear right.
 25.7 0.1 4-corners; turn sharp left with main travel, curving left with road.
 26.5 0.8 End of road; turn right.
 28.7 2.2 End of road; turn left across RR.; follow sandy road across river bottoms over 2 or 3 long bridges and across RR. (30.6 m).
 33.4 4.6 End of road; turn left to first
 33.5 0.2 Right-hand road; turn right, crossing 2 RRs. (35.9 m) to center of
 36.8 3.3 **NEWTON**. Court House on left.
 Continue straight ahead on brick pavement, crossing RRs. (36.9 m & 37.5 m). **Take care not to pass**
 38.5 1.7 Left-hand road; turn left.
 38.8 0.3 Prominent cross-road; school on farther left; turn right, going straight ahead over rolling country.
 43.5 4.7 Left-hand road; road straight ahead goes downgrade; turn left, follow winding but direct road. **Caution** for long downgrade, curving to the right (44.3 m), curve left with road at lumber yard across RR. to center of
 45.1 1.6 **KELLOGG**. Immediately beyond RR. turn sharp right along tracks.
 45.4 0.3 End of street; jog right and immediately left. **Caution** for sharp right and left turns (45.7 m).

Route 573

Des Moines Section

- 46.5 1.1 Bear right; avoid poor road to the left. Pass road (on right—46.7 m & 47.8 m).
- 49.4 2.9 Left-hand road top of grade; turn left. **Caution** for left and right turn (50.1 m).
- 50.9 1.5 End of road; turn right downgrade. **Caution** for sharp right and left turn (51.3 m).
- 52.4 1.5 Jog left and immediately right. **Caution** for long, winding downgrade (53.4 m).
- 54.9 2.5 End of road; turn sharp left to first
- 55.3 0.4 Right-hand road; turn right with main travel.
- 56.4 1.1 Left-hand road; turn left to first
- 56.6 0.2 Right-hand road; turn right, straight ahead on 4th Ave.
- 57.7 1.1 **GRINNELL**, Main St. & 4th Ave.
Central Garage Co., 810 Fourth Ave., **Stock Michelin Tires**.
Turn left on Main St. for 2 blocks.
- 57.9 0.2 **Sixth Ave.**; turn right, going straight ahead across RR. past college buildings, leaving pavement at edge of town.
Take care not to pass
- 63.8 5.9 4-corners; turn right for 1 mile.
- 64.8 1.0 4-corners; turn left with telephone poles, following direct road over rolling country.
- 72.4 7.6 Foot of grade; turn left and right, following main travel to end of street, northern edge of
- 73.3 0.9 **BROOKLYN**. Jog left and immediately right.
- 73.8 0.5 4-corners at edge of town; bear left, curving right with road just beyond. Follow telephone poles. **Caution** for sharp right turn upgrade (76.5 m). Cross RR. (17.1 m), turning left just beyond; follow telephone poles direct across RR. at **Carnforth Station** (79.1 m). **Take care not to pass**
- 81.7 7.9 Left-hand road; turn left with poles.
- 82.8 1.1 4-corners; turn right to center of
- 82.9 0.1 **VICTOR**. Bank on left.
Continue straight ahead, jogging right and left around church (83.3 m) over rolling country.
- 85.9 3.0 4-corners; school on farther right; turn left with poles, crossing RR. (86.6 m).
- 87.1 1.2 Right-hand road; turn right downgrade.
- 88.1 1.0 **Caution** for sharp right and left turn across RR., jogging right and left with road (89.6 m) to center of
- 90.0 1.9 **LADORA**. Continue straight through town, jogging left and right (90.1 m), following along RR.
- 91.3 1.3 Turn left and immediately right across RR.
- 91.7 0.4 End of road; turn left away from tracks with main travel.
- 92.5 0.8 End of road; turn right, shortly running down long grade. Jog right and left across RR. (94.0 m), curving right across iron bridge.
- 95.5 3.0 End of road; turn sharp left, following poles, running upgrade past brick kilns (95.9 m).

- 96.3 0.8 End of road; turn left, still with poles. Curve left at creamery (97.8 m) across RR.
- 97.9 1.6 4-corners just beyond tracks; turn right to southern edge of
- 98.1 0.2 **MARENGO.** Business center to the left, station on right.
J. A. O'Leary Auto Co., Stock Michelin Tires.
Continue straight ahead.
- 98.3 0.2 End of street; turn right, crossing RR., passing canning factory to first
- 98.6 0.3 Left-hand road; turn left, jogging left and right across RR. (100.3 m), recrossing same (100.8 m) to southern edge of
- 103.8 5.2 **SOUTH AMANA.** Continue straight ahead, shortly running over sandy stretch.
- 106.7 2.9 End of road; turn left across RR. and immediately right, running over RR. bridge (106.8 m), recrossing RR. (107.7 m).
- 109.0 2.3 **HOMESTEAD.**
Continue straight through.
- 109.6 0.6 End of road; turn left across RR. and immediately right. Road is sandy for short distance.
- 113.6 4.0 End of road; turn right.
- 114.1 0.5 3-corners; bear left (right leads to **Oxford**).
- 115.5 1.4 3-corners; bear sharp left, picking up poles and following same on direct road over rolling country.
- 121.0 5.5 **TIFFIN.** Continue straight ahead, running along RR. (123.6 m), bearing left away from same to end of road at
- 126.7 5.7 **CORALVILLE.** Electric power station straight ahead. Bear right with trolley.
- 127.0 0.3 Curve left with main travel, going straight ahead. **Caution** for winding downgrade (127.9 m), crossing long iron bridge over Iowa River, running under trolley.
- 128.5 1.5 End of street; turn right 1 block then left upgrade to
- 128.8 0.3 **IOWA CITY,** Washington & Clinton Sts. College buildings on left.
Lyon Auto Co., Burlington & Dubuque Sts.
Iowa City Auto Co., Stock Michelin Tires.
For city map, see page 868.
Turn right with trolley on Clinton St. for 1 block.
- 128.9 0.1 **College Ave.** Trolley leaves to the right; turn left over RR. bridge.
- 129.6 0.7 4-corners; paved cross-street; turn right 2 blocks.
- 129.8 0.2 Turn left, following brick pavement, shortly running down slight grade.
- 130.1 0.3 Diagonal 4-corners immediately beyond small iron bridge; turn right, go straight ahead with main travel, running over RR. bridge (136.3 m).
- 137.2 7.1 End of road; school on right; bear left.
- 138.0 0.8 Right-hand branch road; bear right with telephone poles, avoid road to the right (139.4 m), cross RR. (143.8 m).

Route 573**Des Moines Section**

- 144.5 6.5 4-corners just before RR.; turn right, curving left with road (144.8 m), across RR. to northern edge of
- 143.2 0.7 **WEST LIBERTY**. Continue straight across RR. (148.4 m).
- 148.7 3.5 Left-hand road; turn sharp left, recrossing RR., curving right with road just beyond. Cross RR. again (150.2 m), passing **Atalissa** over to the left (150.7 m). **Caution** for sharp turns on narrow winding road.
- 154.4 5.7 3-corners; turn rather sharp to the right, crossing long iron bridge over Cedar River, running left of same on sandy road across river bottoms.
- 155.3 0.9 Turn left 1 block and then right with main travel.
- 155.5 0.2 Turn left, avoiding very sandy road straight ahead; cross RR., curving right.
- 152.8 0.3 **MOSCOW**. Station over to right.
Continue straight ahead to end of street, jogging right and left across RR., shortly running through woods. Curve left across RR. (157.4 m) to first
- 157.8 2.0 Right-hand road; turn right with main travel to second
- 159.5 1.7 4-corners; turn left 1 block and then right to center of
- 159.5 0.3 **WILTON**. Continue straight ahead.
- 160.2 0.4 End of street; turn left across RR. and immediately right.
- 161.0 0.8 End of road; turn left with poles for 1/2 mile.
- 161.5 0.5 Left-hand road at top of short grade; turn left over rolling country.
- 165.4 3.9 4-corners at top of hill; turn left down long grade across iron bridge (166.5 m), running up grade to
- 166.7 1.3 4-corners; turn right 1 block.
- 166.8 0.1 4-corners; two churches on right; turn left and next right to center of
- 167.0 0.2 **DURANT**. Station on left.
Continue straight ahead along RR.
- 167.6 0.6 Jog right and immediately left through irregular 4-corners, curving left and right, recross tracks (167.9 m), cross another RR. (169.1 m), passing **Stockton** over to the right (169.8 m) and **Walcott** (173.7 m). Keep straight
- 168.9 11.3 Curve right into road from left, shortly running onto macadam road; follow same.
- 184.6 5.7 5-corners, edge of city; bear slightly left across trolley into Locust St., going straight ahead on same past St. Ambrose College. Pick up trolley from the right (185.8 m).
- 186.0 1.4 **Brady St.** Police box on left; turn right with trolley, shortly running down long grade under RR. to center of
- 187.0 1.0 **DAVENPORT**, Brady & 4th Sts.

Kimball Hotel Co., Perry & Fourth Sts.

Iowa Auto & Tire Co., 414 Main St.

Klemme Auto Co., 106 Brady St.

P. C. Peterson Auto Co., 510 Main St., **Stock Michelin Tires**.

For city map, see page 868. For diverging routes, see **Index map**, page 917.

For through connections, see **Trunk-line Index map**, front of book.

Des Moines Section

Routes 573-A—577

Route 573A—Newtown to Marshalltown, Ia.—30.8 m.

Route map, page 917

Reverse route, No. 536A

The Blue Book car was unable to cover this route during the season of 1910, but it has been gathered from the best obtainable information and will be found very handy as a shortcut to those from Iowa going into northern and Minnesota points.

MILEAGES

Total Intermediate

0.0	0.0	NEWTON , Main St. Go straight north, crossing 2 RRs. (0.5 m), swinging right with road (0.6 m).
0.8	0.8	Left-hand road immediately before RR. crossing; turn left, jogging right and immediately left with road (1.2 m).
4.6	3.8	End of road; cemetery on near right, church on far left; turn right, jogging left and immediately right with road (4.8 m).
6.2	1.6	End of road; turn left, jogging right and immediately left with road (6.6 m) and again (7.2 m), passing school-house (on left—7.6 m). Caution not to pass
12.2	6.0	4-corners; turn right.
13.6	1.4	4-corners; school-house on farther left; turn left.
16.1	2.5	4-corners; school-house on far left; turn right, crossing RR. (18.5 m).
19.1	3.0	LAUREL , 4-corners. Turn left, picking up telephone poles.
21.6	2.5	End of road; school-house on right; turn right and immediately left just beyond with telephone poles, crossing RR. (22.7 m), straight through with poles, crossing several RRs. (30.3 m), same thoroughfare becoming Center St., which follow to center of
30.8	9.2	MARSHALLTOWN , Main & Center Sts. Court House on right.

The Stoddart, Main & Third Sts.

Eldridge-Beebe Auto Co., 14 N. First St.

Marshall Auto Co., 122 E. Main St.

Johnson Automobile Co., Stock Michelin Tires.

For city map, see page 890. For diverging routes, see Index map, page 917.

Route 577—Des Moines to Ames, Ia.—32.1 m.

Route map, page 917

Reverse route, No. 536B

MILEAGES

Total Intermediate

(For this and optional exits, see city map, page 938.)

0.0	0.0	DES MOINES , Walnut & 5th Ave. Go north 1 block on 5th Ave., turning right into Locust St., which follow with trolley across long concrete bridge over Des Moines River to end at
1.1	1.1	Capitol Building, straight ahead; turn left 1 block with trolley and then right to Grand Ave., upgrade.
1.3	0.2	Twelfth St. Historical building on left; turn left with one line of trolleys, going straight ahead where trolley leaves to the right (1.6 m). Cross RR. (2.2 m).
2.3	1.0	Washington Ave. End of pavement (1910); turn right.
2.6	0.3	Fourteenth St. , with trolley line; school on left; turn left, go straight ahead out of city through old mining town of Marquesville (5.8 m), passing buildings of the county poor farm (6.7 m).
10.3	7.7	Left-hand road; do not cross RR., bear left along tracks with main travel to first

Route 578

Des Moines Section

- 10.8 0.5 4-corners; turn right across tracks to main street of town and then left 1 block to center of
- 11.0 0.2 **ANKENY**. Turn right 1 block and then left.
- 11.2 0.2 End of street; turn right and next left, avoiding RR. crossing, bearing right across trolley, which follow straight north for 4 miles.
- 15.3 4.1 End of road; turn right away from trolley to first
- 15.8 0.5 Left-hand road; school on farther left; turn left, continue straight north across RR. (22.6 m), passing **Hukley** over to the left about $\frac{1}{2}$ mile. **Take care not to pass**
- 23.9 8.1 Left-hand road; turn left, curving right with road along trolley again (24.4 m); follow same straight north over rolling country. Trolley leaves to the left (25.6 m). Cross RR. just beyond, road is straight north to southern edge of
- 32.1 8.2 **AMES**, Boone & Duff Sts. Business center straight ahead across tracks.

Road to the left leads to **Boone**. Road to the right leads to **Marshalltown**. See Index Map, page 917.

Route 578—Des Moines to Boone, Ia.—42.7 m.

Route map, page 917

Reverse route, No. 611A

Via Madrid. Over dirt roads practically all the way with one or two short sandy stretches.

MILEAGES
Total Intermediate

(For this and optional exits see city map, page 938.)

0.0 0.0 **DES MOINES**, Walnut & 5th Ave.

- Go 1 block west on Walnut St., turn right on 6th Ave., going straight ahead on same with trolley and brick pavement. Trolley leaves to the left (1.7 m). Cross long concrete viaduct over Des Moines River (1.9 m), cross interurban trolley (2.4 m), running upgrade straight through **Highland Park** (2.9 m) to
- 3.6 3.6 Jog left and right with main travel, crossing trolley (3.8 m); follow main traveled road. **Caution** for trolley crossing (6.0 m).
- 6.4 2.8 End of road; jog left and right, passing old town of **Saylor** over to the right.
- 9.1 2.7 Fork; bear right with main travel and telephone poles.
- 9.3 0.2 4-corners; large tree on right; turn left, shortly running downgrade across wooden bridge, up corresponding grade.
- 10.1 0.8 End of road; turn right with main travel, curving left a short distance beyond.
- 10.8 0.7 End of road; turn right. **Caution** for sharp right and left turns (11.3 m).
- 11.9 1.1 End of road; turn left with main travel, taking next right, still with telephone poles. Follow winding but direct road straight ahead to
- 15.6 3.7 **POLK CITY**. Continue straight through, avoiding road to the left (16.6 m).
- 19.1 3.5 Left-hand road just after road turns right; turn left, continuing with main travel on winding road.

- 21.7 2.6 Jog left and next right with main travel.
 23.0 1.3 4-corners; school on farther left; turn left $\frac{1}{2}$ mile.
 23.5 0.5 Right-hand road; turn right.
 24.5 1.0 End of road; turn left for $\frac{1}{2}$ mile.
 25.0 0.5 End of road; turn right.
 25.6.. 0.6 4-corners at edge of town; turn left with main travel.
 25.8 0.2 4-corners; RR. crossing straight ahead; turn right, crossing tracks and bridge over another RR. to center of
 26.1 0.3 **MADRID**. State Bank on farther left. Turn right
 26.4 0.3 4-corners just beyond brick church; turn left, go straight north for 4 miles.
 30.4 4.0 End of road; turn right to first
 30.7 0.3 Left-hand road; turn left.
 31.7 1.0 End of road; turn left to first
 32.0 0.3 Right-hand road; turn right with main travel straight through 4-corners (33.0 m & 33.2 m), where main travel turns into **Luther**, continuing straight ahead through all cross-roads.
 37.1 5.1 End of road; turn left, crossing RR. (38.2 m).
 38.8 1.7 End of road; turn right through prominent 4-corners (39.8 m), running under RR. (40.0 m).
 41.1 2.3 Irregular 4-corners; bear slightly left, straight through (meeting route No. 536 from the right), running onto brick pavement (41.7 m); follow same to first paved cross-street.
 42.5 1.4 **Story St.**; turn right, straight ahead to center of
 42.7 0.2 **BOONE**, Story & 8th Sts.

Boone Auto Co., Eighth St.

Hotel Holst, Eighth St.

Crary Motor Car Co., Stock Michelin Tires.

For diverging routes, see Index map, page 917.

VOLUME No. 3.

New Jersey, Pennsylvania and South

Complete, revised, rearranged and rewritten, with many new features added. This volume will include the long desired layout of routes in Western Pennsylvania, covering about five thousand miles of new routes never before properly charted.

New Jersey has not been neglected, and more of her beautiful drives will be available to users of the BLUE BOOK. This volume will have an enlarged Southern section with the carefully prepared results of the editor's recent Southern trip. These notes will include all of the recommended routes in Virginia, North Carolina, South Carolina, Georgia and Florida, together with extension routes into adjoining states. Users of this edition may drive from New York to Florida via the Capital Highway, returning via the National Highway, with the opportunity of using connecting routes between the two at various points.

SIOUX CITY SECTION

ROUTES 581 TO 590.

Route Center—The intersection of Pierce & 4th Sts., in the heart of the business district, has been taken as the starting point of all routes out of Sioux City.

Points of Interest—Sioux City will undoubtedly furnish an agreeable surprise to anyone who has not visited this section before, for, with its location on the bluffs and highlands overlooking the Missouri River, it is one of the most ideal locations of any city in the Middle West. The situation has been taken advantage of by the city and numerous parks are kept up, well distributed within its limits. Those that undoubtedly would repay a visit are Riverside and Highland Parks. Sioux City is the western terminus of the Hawkeye Highway, which is kept up by an association of the same name between Dubuque, Waterloo, Ft. Dodge and this city. The Floyd Monument erected by the United States government in the memory of Sergeant Floyd stands on the high promontory on the eastern limits of the city. Morning Side College, a Methodist institution of over 600 students, is located in the pretty suburb of Morning Side, in the southeastern part of the city. The most important of its industries are devoted to beef and pork packing, as Sioux City is one of the most important live stock centers in the country.



Route 581—Sioux City to Fort Dodge—146.4 m.

Route map, page 917

Reverse route, No. 555

Via Le Mars and Storm Lake; first part to Cherokee over rolling country, with a few heavy grades. In dry weather roads are good for this section, first half being dirt with some yellow clay. From Storm Lake all black dirt.

MILEAGES

Total Intermediate

0.0	0.0	SIOUX CITY , Pierce & 4th Sts. Go east on 4th St. for 6 blocks to
0.4	0.4	Court St. , turn left and follow same, with trolleys, jogging right and immediately left (1.1 m) to
1.6	1.2	22nd St. ,—St. Joseph's Hospital on left. Turn right down steep grade to foot of hill;

MOTORISTS' HEADQUARTERS

THE WEST HOTEL

Frank J. Donohue, Prop.
European Plan :: \$1.00 a Day and Up.
Centrally Located.

BENNETT AUTO SUPPLY CO.

Next door to West Hotel
STORAGE, SUPPLIES, MACHINE WORK, ACCESSORIES

SIoux CITY, IOWA

- 2.0 0.4 End of street; turn left on Floyd Road, meeting trolleys and follow along same. Road is winding in one or two places, but direct to
- 4.8 2.8 **LEEDS**,—trolley line ends. Straight on to
- 5.0 0.2 End of road; turn right and immediately left, running close to RR. (on right) direct to
- 11.3 6.3 **HINTON**,—station on right. Straight on along RR., turning right with telephone poles (13.4 m) to
- 13.5 2.2 Left-hand road just after road turns right; turn left with poles to
- 14.3 0.8 Left-hand road just before RR. crossing; turn left with poles to
- 17.0 2.7 End of road; turn right with poles and follow winding but direct road on
- 19.0 2.0 Right-hand turn at edge of town; turn right past school and church (on opposite side of road), cross RR.—at station (on left—19.2 m)—to center of
- 19.3 0.3 **MERRILL**. Straight through to next
- 19.4 0.1 4-corners just before second RR. crossing; turn left, crossing long iron bridge (19.8 m), RR. tracks in sight all the way to prominent
- 22.0 2.6 4-corners; turn right on main traveled road, cross RR. to first
- 22.5 0.5 4-corners after crossing RR. and bridge; turn left along RR. to
- 25.7 3.2 End of road on edge of town; turn right on Green (?) St. to
- 25.9 0.2 **Main St.**,—church on farther right-hand corner; turn left, cross RR. (26.5 m) to center of
- 26.3 0.4 **LE MARS**. Straight through on Main St., 1 block to
- 26.4 0.1 **7th St.**; turn right and follow 7th St., across RR.—(station on left)—to
- 26.8 0.4 End of street,—church and school straight ahead; turn left shortly, running along RR. and bearing away from same (28.3 m), follow telephone poles, turning left and right around school (29.1 m), straight to prominent
- 32.3 5.5 4-corners; turn left downgrade away from telephone line, cross RR. at
- 33.0 0.7 **OVEN'S STATION**, cemetery on farther left-hand corner. Straight on to
- 33.2 0.2 4-corners,—church on left; turn right and follow direct telephone line to
- 37.1 3.9 End of road; turn right shortly, going over 4 small bridges to

Route 581**Sioux City Section**

- 37.6 0.5 Left-hand road just before RR. crossing; turn left along tracks to
- 37.7 0.1 **REMSEN STATION.** Straight on, turning away from RR. (38.5 m) follow direct road, avoid all cross-roads, to
- 42.7 5.0 End of road; turn right, cross RR. and immediately left. Straight on to prominent
- 46.2 3.5 Left-hand road; turn left to center of
- 46.3 0.1 **MARCUS**, 4-corners—blacksmith shop on left.
Dan Collins, Main St., Stock Michelin Tires.
Turn right, pass school and water-tower (on left—46.9 m)
- 46.7 0.4 End of road; turn right, pass cemetery (47.7 m) and school (48.2 m)—telephone line leaves to the left—49.1 m), pass school (50.2 m).
- 51.7 5.0—Cross-road,—church on right, school on left. Turn left around school; road is straight past schools (54.0 m, 56.0 m, 58.0 m, 60.0 m and 62.0 m); over rolling country. Just before running down long winding grade (63.1 m) buildings of State Insane Asylum off to the left. Straight on, going downgrade on Main St., across RR.
- 64.0 12.3 **CHEROKEE.**
The North-West Garage, William & R. R. Sts., Stock Michelin Tires.
Straight through on Main St., passing over two iron bridges (65.0 m), follow winding road across wooden bridge (65.4 m) and up long heavy grade, pass schools (66.2 m & 67.7 m) to
- 69.2 5.2 Cross-road,—school on left; turn right to
- 71.2 2.0 Cross-road, meeting telephone line; turn left, avoid road to the right into Aurelia (72.0 m). Straight on to
- 72.2 1.0 4-corners,—turn right with telephone line to next
- 72.6 0.4 Left-hand road; turn left with poles to
- 73.5 0.9 End of road; turn right with poles and main travel.
- 74.4 0.9 Left-hand road just before RR. crossing; turn left along RR. to
- 76.9 2.5 4-corners; turn right with telephone line to
- 78.2 1.3 Left-hand road, just before RR.; turn left along tracks.
- 80.2 2.0 Right-hand road; turn right across RR. away from telephone and left immediately after, crossing to center of
- 80.6 0.4 **ALTA.** Jog right and immediately left, straight on along RR., bear left across same (81.6 m), turning away from tracks (85.8 m) to
- 85.6 5.0 Cross-road,—canning factory on left; turn right to next
- 85.8 0.2 Left-hand road; turn left on 6th St., which follow to
- 86.2 0.4 **STORM LAKE.**
Storm Lake Automobile Supply Co., Stock Michelin Tires.
Note—At this point intersect Route 618—Denison to Spirit Lake. Turn right and go straight through business center on Main St., cross RR. to
- 86.8 0.6 End of street at edge of lake; turn left along shore of lake; bearing away from same (88.3 m) across RR. (88.5 m), pass cemetery (on left) and school (on right—88.7 m) to

Sioux City Section

Route 581

89.4	2.6	End of road; turn right with telephone line to next
89.8	0.4	Left-hand road; turn left with poles to
90.8	1.0	End of road; turn right to next
91.2	0.4	Left-hand road; turn left with telephone poles passing Sulphur Springs (on left—93.2 m),—(poles leave to the right—93.5 m).
94.1	2.9	End of road; turn right to next
95.1	1.0	Left-hand road—telephone line comes in again from right; turn left, pass school (96.4 m) to Main St. of
98.5	3.4	NEWELL ,—4-corners,—business center on the left. Turn right with telephone line to
99.5	1.0	End of road; poles leave to the right; turn left to next
99.9	0.4	4-corners; turn right to first
100.9	1.0	4-corners; turn left, road is direct past schools (102.3 m & 104.3 m) to southern edge of
108.4	7.5	FONDA ,—fairgrounds on left. Straight on, turning right just beyond, cross bridge to first
109.4	1.0	Left-hand road; turn left with main travel, cross RR. (111.1 m) to
114.8	5.4	End of road; turn right with poles to next
115.2	0.4	Left-hand road; turn left, follow poles to
117.8	2.6	POMEROY ,—bank on farther right-hand corner, elevator on left. Turn right to
118.2	0.4	4-corners on edge of town; passing large white school (on left), follow telephone, across RR. (120.3 m).
123.4	5.2	Cross-road, school on right. Turn right to
124.4	1.0	4-corners just beyond RR. crossing; turn left, picking up telephone line, cross RRs. (125.4 m & 126.8 m) to
126.6	2.2	MANSON ,—business center 2 blocks to the right. Straight on, follow telephone poles across 2 small wood bridges (132 m). Road may appear grassgrown and unused for short distance but surface is hard. Caution for bad bridge where road bears slightly to the right (133.8 m).
135.4	8.8	4-corners, turn right with poles to next
136.4	1.0	Cross-road,—road ahead leads into Barnum. Turn left,—poles divide—Road is almost straight, pass schools (138.7 m & 140.4 m), cross RR. (140.9 m), pass school (142.5 m); down grade across iron bridge (143.9 m) and up steep winding grade. At foot of hill (145.4 m), turn right and left just beyond, over long iron bridge; bear right under RR. and across RR. (145.7 m) to
145.8	9.4	Central Ave.—cereal mill on right. Turn left upgrade across RR. onto brick pavement. At top of hill jog right and left half way round park, to center of
146.4	0.6	FORT DODGE ,—Court House on right; Central Ave. & 7th St.

Wahkonsa Hotel, Central Ave.

Fort Dodge Automobile Co., Eleventh St. & First Ave.

Central Garage, 1025 Central Ave., Stock Michelin Tires.

For city map, see page 918. For diverging routes, see Index map, page 917.

For through connections, see Trunk-line Index Map, front of book.

Route 583—Sioux City to Omaha—109.2 m.

Route map, page 917

Reverse route, No. 616

Via Onawa and Missouri Valley; good dirt roads as far as River Sioux; next 6 miles only fair,—very bad in wet weather. Interesting ride from there on along the bluffs most of the way.

MILEAGES		(For this and optional exits, see Sioux City map, page 952.)
Total	Intermediate	
0.0	0.0	SIoux CITY , 4th & Pierce Sts. Start east on 4th St., crossing over RR. viaduct (0.6 m), grade crossing (1.2 m) to
1.3	1.3	Missouri St. ,—Third Presbyterian Church on farther right-hand corner; turn right to end of street just beyond, where turn left and then slightly right, crossing iron bridge, go under RR., shortly running upgrade to
1.9	0.6	4-corners,—at top of hill; turn left to end of street; jog right and immediately left, following main travel to point of
2.3	0.4	5-corners; bear left with telephone line to trolley line on Morningside Ave. Turn right on same, following trolleys past college buildings (3.2 m) to
3.4	1.1	Fork;—church on right; bear left, pass small triangular park (on right), turning left just beyond, still on Morningside Ave., to
3.8	0.4	Lakeport Ave. ,—church on left; turn right with telephone line, running up long grade to top (4.4 m), pass schoolhouse (on left—6.5 m). Follow winding but direct road downgrade to
7.9	4.1	Fork; bear left to next
8.2	0.3	Fork; bear right downgrade, cross RR. (9.2 m) to
9.9	1.7	End of road; turn left with telephone poles to next
10.4	0.5	Right-hand road; turn right to
11.5	1.1	Fork,—RR. crossing (on right); turn left, avoid all intersecting roads; pass cemetery (12.9 m), shortly running along left-hand side of RR. tracks to
16.2	4.7	Prominent right-hand road; turn right, cross RR., and left immediately beyond to
16.4	0.2	SALIX ,—RR. station on left; straight on, bearing left along RR. short distance, and then right to
18.0	1.6	Cross-road,—schoolhouse on farther left-hand corner; turn left, crossing RR. (18.5 m) to
20.4	2.4	4-corners,—school on right; turn right with telephone line to
24.1	3.7	SLOAN ,—5-corners,—water-tower on right; bear slightly right around same, straight on with poles, crossing RR. (24.8 m), pass schoolhouse (25.9 m), turning left with road (28.8 m), and right (29.1 m) to
29.4	5.3	End of road,—school on right; turn left to next
30.2	0.8	Right-hand road,—poor road straight ahead; turn right with travel to
32.1	1.9	Cross-road; turn left, picking up telephone line, cross wooden bridge and iron bridge (34.4 m) to center of

- 34.7 2.6 **WHITNEY.** Straight on across RR.—(station on left).
- 34.8 0.1 Immediately after RR. crossing, turn right, bearing left (35.4 m) to
- 35.9 1.1 End of road; turn right and follow direct road, jogging right and left across RR. (41.3 m), straight, crossing RR. (42.5 m) to the main street of
- 42.7 6.8 **ONAWA.** Turn left 2 blocks,—RR. crossing just ahead
- 42.9 0.2 4-corners; turn right, pass station (on left), bear left across tracks to
- 43.2 0.3 End of road; turn right, follow main travel past cemetery (on left—43.5 m), jogging left then right around old RR. round-house, across RR. (43.7 m). Jog right, cross RR. (46.2 m) and immediately left, pass schoolhouse (47.2 m). Straight ahead,—avoiding all cross-roads. Turn left with road (54.9 m) to
- 55.2 12.0 3-corners; turn right,—(telephone poles leave to the left); follow road with some turns to
- 56.2 1.0 End of same; turn right, cross long wooden bridge (57.5 m) and iron bridge (58.6 m) to edge of
- 59.0 2.8 **RIVER SIOUX,**—station on left. Straight on across wooden bridge (60.6 m) to
- 60.9 1.9 End of road; turn left, cross RR. (61.2 m), turning right (61.7 m) and left immediately beyond to
- 62.2 1.3 End of road,—schoolhouse straight ahead; turn right to
- 62.6 0.4 Left-hand road; turn left to
- 63.4 0.8 End of road; turn right to
- 63.9 0.5 End of road; turn left on very poor road across RR. (64.1 m) and follow main road with some turns to
- 65.8 1.9 3-corners; bear right with main travel on road winding along foot of bluffs, to
- 68.8 3.0 End of road,—school on left; turn left to
- 69.3 0.5 End of road; turn right and follow winding road to
- 72.1 2.8 End of same; bear right, turning left past schoolhouse (on right—75.4 m), bearing right just beyond and following almost direct road over iron bridges (77.5 m & 80.2 m) to
- 80.5 8.4 End of road,—school on left; jog left and immediately right on McGavren St., which follow to end at
- 81.0 0.5 **Erie St.;** turn left to center of
- 81.4 0.4 **MISSOURI VALLEY,** 6th & Erie Sts.,—hotel on left; turn right on 6th St., crossing RR. (81.5 m), follow Route 536 the rest of the way to Omaha.

THE PUBLISHERS will be glad to receive corrections or suggestions leading to the betterment of succeeding editions. In the back of this volume will be found blank memorandum pages for the purpose of making such notes.

SPIRIT LAKE SECTION

ROUTES 591 TO 600.

Points of Interest—**Spirit Lake**, variously called *Lac de Spirit*, *Minnewaukon* or *Laughing Water*, was probably first visited by white men in the early part of the 17th century, when Jean Nicolet made an expedition into this section. In early days this was the headquarters for a great nation of Indians who always regarded Spirit Lake with reverence and a great deal of superstition, the Indian name *Minnewaukon* signifying spirit water. It was as late as July, 1856, that the first white settlers, under leadership of Roland Gardner and Harvey Luce, permanently took up their abode on the banks of West Okoboji Lake. At this time it was the very outpost of civilization, and the Sioux Indians, under the leadership of Chief Inkpaduta still attempted to drive the whites out wherever possible. The most notable of these outrages in this section was the capture of four white women, among whom was a Miss Gardner. Two of the women were finally put to death, but Miss Gardner was later rescued through the aid of friendly Indians and the payment of a large sum by the State of Minnesota. Miss Gardner, now Mrs. Sharp, still lives and occupies the original log cabin built by her father, one of the first settlers. Close to this cabin stands the monument erected by the State of Iowa to the pioneers who were victims of the red men. Both Spirit Lake and Okoboji are today the center of the most flourishing resort section in all Iowa and hundreds of pleasure seekers spend the summer here, where tourists will find every facility for hunting and fishing in season.

Antlers and Orleans Hotels

IN THE MIDST OF THE FAMOUS

Spirit Lake Section

THE ORLEANS HOTEL, only recently built, is distinctly a summer hotel with every modern convenience, which includes boat houses, launches, bathing beach, and all sorts of fishing equipment.

New Garage Maintained by the Hotel

Route 591—Spirit Lake to Fort Dodge, Ia.—113.9 m.

Route map, page 917

Reverse route, No. 556

Via Sioux Rapids and Gilmore. Over rather level country with good natural dirt roads in dry weather, although there are a few stretches after leaving Sioux Rapids which are rather rough.

An excellent option is offered by following Route No. 592 to Storm Lake, from there on following Route No. 581.

MILEAGES

Total Intermediate

0.0 0.0 **SPIRIT LAKE.**

From Antlers Hotel (on left) go west 2 blocks, where turn left.

0.3 0.3 4-corners; turn right across RR., following main travel direct to

1.4 1.1 Right-hand road; turn right, curving rather sharp left with road (1.9 m) and go straight ahead to

4.2 2.8 **OKOBOJI.** Post Office on left.

Keep straight ahead across iron bridge with lakes (on right and left), through edge of **Arnolds Park**, curving right across RR. (5.4 m) and left just beyond, following main travel direct into center of

- 8.6 4.4 **MILFORD.** Straight through across RR. to first
- 9.0 0.4 Left-hand road; turn left and right just beyond; follow direct road with 2 or 3 turns to
- 13.6 4.6 End of road; turn right to first
- 14.0 0.4 Left-hand road; turn left, still with main travel. Road is almost straight south, passing Fostoria (on right—15.0 m), cross RR. (19.0 m) to prominent
- 20.9 6.9 Cross-road; turn left across RR. to
- 21.1 0.2 Right-hand road; turn right, same thoroughfare becoming Main St., which follows across RR. to center of
- 22.1 1.0 **SPENCER.** Straight through on Main St., across long iron bridge to first
- 22.6 0.5 Cross-road; turn right, follow direct road, bearing left with same across small wooden bridge (23.5 m). Road is almost straight south for nearly 16 miles. Pass school-house (24.7 m), cross RR. (32.6 m), pass school-houses (33.5 m & 35.5 m), bear slightly left downgrade on winding valley road for a short distance; cross long iron bridge and RR. (39.6 m) to center of
- 39.8 17.2 **SIOUX RAPIDS, 3-corners.**
Route No. 593 for Omaha goes straight ahead.
Turn left to prominent
- 40.0 0.2 Cross-street; turn right 1 block to
- 40.1 0.1 4-corners; church on farther right-hand corner; turn left across RR. just beyond, jogging right and immediately left (40.4 m) to first
- 40.9 0.8 Right-hand road; cemetery just ahead on left; turn right and follow gravel, jogging left and right (41.1 m) to
- 41.5 0.6 Cross-road; turn left across RR. (42.2 m) to first
- 43.4 1.9 4-corners; turn right with gravel for a short distance, cross RR. (43.7 m) to first
- 44.4 1.0 4-corners; school on farther right-hand corner; turn left, using **caution** for 2 bad wooden bridges (45.2 m & 46.1 m), pass school (46.4 m), jog left across RR. and immediately right (48.7 m) to
- 49.4 5.0 4-corners; turn right to first
- 49.7 0.3 Left-hand road; turn left, passing school (on left) to center of
- 50.3 0.6 **MARATHON.** Straight through across RR. (50.4 m) to
- 50.7 0.4 End of road; turn right to first
- 51.4 0.7 Cross-road; turn left. **Caution** for bad wooden bridge (54.8 m), jog left across RR. (56.5 m), and right, crossing second RR. (56.9 m) to Main St. of
- 57.4 6.0 **LAURENS.** Turn right across RR., straight through center of town, turning left with street (57.9 m) to
- 58.6 1.2 Right-hand road; turn right to first
- 59.1 0.5 Cross-road; turn left and follow telephone line straight on, pass school-houses (60.1 m, 62.0 m & 64.0 m), to prominent left-hand turn on southern edge of

Route 593

Spirit Lake Section

- 66.1 7.0 **HAVELOCK.** Turn left across RR., through center of town to
- 66.3 0.2 Cross-road; turn right, passing schools (64.4 m & 72.3).
- 73.3 7.0 4-corners; turn right with main travel and poles.
- 74.3 1.0 End of road; turn left to next
- 75.3 1.0 Cross-road; turn right across wooden bridge (75.5 m).
- 75.6 0.3 Point of 3 roads; turn left and right immediately beyond to
- 75.8 0.2 End of road; turn left across RR. to main street of
- 76.3 0.5 **ROLFE.** Turn right, straight through center of town, turning left with street (76.5 m), pass RR. station (on right) to first
- 76.9 0.6 Right-hand road; turn right, passing creamery (on left), cross RR., passing cemetery (on left—77.3 m), cross RR. just beyond, straight on to
- 80.6 3.7 4-corners; turn left, passing schools (82.0 m & 83.1 m), cross RR. (84.2 m) to
- 85.0 4.4 Cross-road; cemetery on farther right; turn right to
- 86.2 1.2 **GILMORE.** Straight through 1 block, where turn left, passing Gilmore Lumber Co. Follow main travel out of town, turn left around school (86.5 m) to
- 86.6 0.4 End of road; turn right to
- 86.8 0.2 End of road; turn right to
- 87.2 0.4 End of road; turn left, passing school-house and church (91.8 m), school-house (83.8 m & 95.7 m) to prominent
- 97.6 10.4 Right-hand road (road straight ahead turns left into **Humboldt**); turn right with telephone poles, follow direct road over rolling country. **Caution** for narrow places at sharp turns on grades; pass schools (98.8 m & 103.9 m).
- 111.5 13.9 End of road; turn left, shortly running downgrade, turning right at bottom and left over long iron bridge (112.7 m), bear right under RR. (112.9 m).
- 113.4 1.9 **Central Ave.**; cereal mill on right; turn left upgrade, cross RR. onto brick pavement, jogging right and left half way around park to center of
- 113.9 0.5 **FORT DODGE,** Central Ave. & 7th St. Court House on right.

Wahkonsa Hotel, Central Ave.

Fort Dodge Automobile Co., Eleventh St. & First Ave.

Central Garage, 1025 Central Ave., Stock Michelin Tires.

For city map, see page 918. For diverging routes, see Index map, page 917.

For through connections, see Trunk-line Index Map, front of book.

Route 593—Spirit Lake, Ia., to Omaha, Neb.—192.7 m.

Route map, page 917

Reverse route, No. 618

Via Storm Lake and Denison. On mostly good natural road in dry weather.

That part of this route between Storm Lake and Denison was not covered by the Blue Book car, but has been written from accurate local information and county maps, and we believe tourists will have no trouble in following these directions.

MILEAGES
Total Intermediate

0.0 0.0 **SPIRIT LAKE.**

For complete running directions on first part of this route, follow Route No. 591 to

39.8 39.8 **SIOUX RAPIDS**, center of town.

Route 591, Ft. Dodge, leaves to the left.

Go straight through town, bearing right around white church and left just beyond, running under RR. (40.5 m) and up long, winding grade, straight on to

41.9 2.1 End of road; turn right across RR. to first

42.4 0.5 Cross-road; turn left, passing school (on left—44.4 m), straight on past town of **Rembrandt** a short distance to the left; cross RR. (46.1 m), pass school-house (48.4 m) and again (50.3 m) to prominent

51.3 8.9 4-corners; turn right away from telephone line to

51.8 0.5 Left-hand road just beyond RR. crossing; turn left to principal street of

52.3 0.5 **TRUESDALE**. Turn right and next left, following main travel out of town, turning right past white church to

52.7 0.4 End of road; turn left with telephone line to next

53.2 0.5 Cross-road; turn right with poles to first

53.7 0.5 Left-hand road; turn left, still with poles, to

58.8 5.1 **STORM LAKE**, 4-corners.

Storm Lake Automobile Supply Co., Stock Michelin Tires.

For diverging routes see Index map, page 917.

Turn right, crossing RR. (59.3 m) to prominent

60.1 1.3 Left-hand turn leading around shore of lake; turn left, follow same to

61.1 1.0 Left-hand turn just after road turns right; turn left to

63.1 2.0 End of road; turn right past school-house (63.6 m) to

65.6 2.5 4-corners; school on farther right-hand corner; turn left, following straight road past schools (67.6 m, 69.6 m & 71.6 m), crossing RR. at

72.9 7.3 **SCHALLER**. Straight on to

73.6 0.7 4-corners; turn left 1 mile to

74.6 1.0 4-corners; turn right to

75.6 1.0 End of road; turn left. Avoid right-hand road just beyond.

76.9 1.3 Right-hand road; turn right and go straight south on direct road, past church (on left—81.9 m), crossing RR. at

87.9 11.0 **ODEBOLT**. Center of town to the right. Straight on to

88.9 1.0 4-corners; cemetery on right; turn right to

90.9 2.0 4-corners; turn left to

91.9 1.0 4-corners; turn right to next

92.9 1.0 4-corners; school on farther right; turn left, passing school (on right—95.0 m) to next

96.0 3.1 4-corners; turn right 1 mile to

97.0 1.0 4-corners; turn left, following straight road on eastern edge of

100.0 3.0 **KIRON**. Straight on, avoiding all cross-roads to western edge of

106.6 6.6 **BELOIT**. Business center to the left. Go straight on to

Route 595

Spirit Lake Section

106.9	0.3	Right-hand road; turn right, follow direct road. C. & N. W. RR. tracks in view almost all the way to prominent
112.5	5.6	Cross-road; turn left to
112.9	0.4	Right-hand road just after crossing RR.; turn right to
113.4	0.5	Turn left on diagonal street to center of
113.9	0.5	DENISON , Main & Broadway.

For complete running directions rest of the way into **Omaha**, see Route No. 536. To connect with this route keep straight ahead downgrade on Main St., to Railroad Ave., just before reaching station. **Omaha-Cedar Rapids** Routes cross at this point.

Route 595—Spirit Lake to Mason City, Ia.—129.6 m.

Route map, page 917

Reverse route, No. 566

Good natural dirt road. Liable to be bad after spell of wet weather.

MILEAGE		
Total	Intermediate	
0.0	0.0	SPIRIT LAKE. From Antlers Hotel (on left) go west 2 blocks.
0.1	0.1	Turn left.
0.3	0.2	4-corners; turn right across RR. (0.4 m), jogging right and left with road.
1.4	1.1	Right-hand road; turn right, swinging sharp left with road (1.9 m).
4.2	2.8	OKOBOJI. Post Office on left. Straight ahead across iron bridge between lakes, through edge of Arnolds Park , swinging right across RR. (5.4 m) and left with road immediately beyond; follow main travel to center of
8.6	4.4	MILFORD. Straight through, cross RR. to first
9.0	0.4	Left-hand road; turn left and right just beyond, following direct road with 2 or 3 turns to
13.6	4.6	End of road; turn right to first
14.0	0.4	Left-hand road; turn left, still with main travel, road is almost straight south, passing Fostoria (on right—15.0 m) across RR. (19.0 m) to prominent
20.9	6.9	Cross-road; turn left across RR. to
21.1	0.2	Right-hand road; turn right, same thorofare becoming Main St., which follow across RR. to center of
22.1	1.0	SPENCER , business center. Turn left, crossing RR. (22.3 m) and (24.1 m), swinging right across bridge and left with road (24.8 m).
27.6	5.5	4-corners; turn right, crossing RR. (28.2 m).
28.6	1.0	4-corners; turn left, passing Dickens (on left—29.0 m), school-house (on left—31.6 m).
35.6	7.0	Left-hand road; turn left, crossing 2 RRs. at Ruthven .
36.0	0.4	Right-hand road immediate after crossing RR.; turn right along same.
38.0	2.0	End of road: jog right across RR. and immediate left (38.0 m), passing school-house (on left—40.2 m), crossing RR. (40.4 m) and iron bridge (45.8 m).
46.4	8.4	End of road; school-house on right; turn right to first 4-corners; turn left to center of

Spirit Lake Section**Route 595**

- 48.0 1.6 **EMMETSBURG.** Court House on right. Straight through with main travel. **Caution not to pass**
- 61.0 13.0 4-corners; turn right, passing school-house (62.0 m).
- 64.0 3.0 Left-hand road immediately after passing Fair Grounds; turn left, passing cemetery (on right—64.4 m), crossing RR. (68.2 m), going downgrade over long iron bridge (73.0 m) and upgrade beyond.
- 73.5 9.5 4-corners top of hill; turn left.
- 73.8 0.3 End of road; turn right, going straight through **Algoma** with main travel (74.2 m).
- 74.4 0.6 4-corners immediately before RR. crossing; turn left along RR., crossing RR. (74.7 m).
- 75.0 0.6 End of road; turn right across RR.
- 75.2 0.2 First left-hand road; turn left.
- 76.3 1.1 Right-hand road; turn right, passing school-house (on left—76.8 m), avoiding road to the right, leading to **Wesley** (86.8 m), road to the right leading to **Hutchins**.
- 93.8 17.5 End of road; turn right, crossing RR. just beyond.
- 94.0 0.2 End of road; turn left, going straight through **Britt** (96.5 m).
- 97.0 3.0 End of road; jog left and immediately right along RR., crossing RR. (97.6 m), jogging left across RR. and immediately right (97.7 m), straight ahead along RR., jogging left and immediately right with road (99.4 m), straight through **Duncan** (poor farm on left—101.5 m); pass cemetery (on left—104.8 m), swinging sharp right with road across RR. (106.6 m).
- 106.9 9.9 Left-hand road; turn left.
- 107.3 0.4 **GARNER.** Turn left, following main travel.
- 107.5 0.2 Turn right along one RR., immediately crossing 2d.
- 109.5 2.0 4-corners; turn left.
- 110.0 0.5 4-corners; turn right.
- 112.0 2.0 4-corners; turn left.
- 112.7 0.7 Right-hand road immediately before RR. crossing; turn right, passing church and school-house at **Ventura** (114.7 m), straight ahead on winding road along shore of lake.
- 119.8 7.1 Left-hand road; turn left.
- 120.0 0.2 **CLEAR LAKE.** Turn left 2 blocks.
- 120.2 0.2 Turn right to end of street, where turn left to
- 120.4 0.2 Point of 5 roads just beyond; church on right. Turn right, straight ahead, bearing slightly left over RR. (121.2 m); avoid all intersecting roads, following telephone line for 7½ miles across RR. (128.9 m) to
- 129.0 8.6 Left-hand street just after RR. and iron bridge; turn left to
- 129.2 0.2 **State St.** at end of bridge; turn right on same.
- 129.6 0.4 **MASON CITY,** State & Main Sts.

The Park Inn, South side of Court House.

Hathorn Auto Co., Washington & 5th St., Stock Michelin Tires.

For city map, see page 929. For diverging routes, see Index map, page 917.

For through connections see Graphic Trunk-line Chart, inside front cover.

Route 597

Spirit Lake Section

Route 597—Spirit Lake, Ia., to La Crosse, Wis.—239.0 m.

Route map, page 917

Reverse route, No. 189

Via Jackson, Blue Earth, Albert Lea, Austin and Chatfield, Minn. Over good natural dirt roads practically all the way on generally rolling country but no bad hills, with several long level stretches. A more broken country being encountered east of Chatfield and upon approaching the Mississippi Valley.

MILEAGES
Total Intermediate

0.0 0.0 **SPIRIT LAKE**, Lake & Hill Sts.

Go north on Hill St. between lakes.

1.6 1.6 End of road immediately after crossing RR.; turn right.

1.9 0.3 Turn left away from tracks, curving right with road to first

2.2 0.3 Left-hand road; turn left, turning right with road (3.5 m).

4.5 2.3 End of road; turn left with main travel, avoiding right hand road (5.1 m), straight ahead between lakes.

7.0 2.5 Right-hand road just after road curves left; turn right.

8.5 1.5 4-corners; turn right 1 mile.

9.5 1.0 4-corners; school on left; turn left for over 3 miles.

12.9 3.4 4-corners; turn right for nearly 2 miles.

14.0 1.1 4-corners; turn left.

17.8 3.8 End of road in middle of grade; turn right, continuing downgrade across iron bridge, taking first left.

18.0 0.2 End of road; jog right and left with road, turning right for 2 blocks.

18.2 0.2 At iron watering trough (on right) turn left 1 block.

18.3 0.1 **JACKSON**. Business center 1 block ahead.

Turn right across long iron bridge over Des Moines River, running up long, winding grade.

19.2 0.9 End of road; turn left with main travel across 2 RRs.

19.4 0.2 Right-hand road immediately beyond RR.; turn right. Road is practically straight for nearly 11 miles. Jog right and left across RR. (20.1 m).

30.2 10.8 4-corners; school on left; turn left 1 mile.

31.2 1.0 End of road; turn right, crossing RR. (32.4 m).

32.5 1.3 Just beyond RR. turn left with main travel to center of

32.9 0.4 **SHERBURN**. RR. straight ahead. Turn right along tracks, jogging left and right across same (34.0 m), following direct road; recross tracks (36.2 m). Road is direct through all cross-roads for over 10 miles, running over RR. bridge (37.2 m), avoid road where main travel turns into **Welcome** (38.4 m); curve right around lake (43.4 m), cross RRs. (45.9 m & 46.3 m) to center of

46.7 13.8 **FAIRMONT**. Court House on right.

Bear right immediately into Main St. for 1 block, turning left, go straight ahead out of town. **Caution** for dangerous RR. (47.4 m), passing Fair Grounds (on right).

52.5 5.8 End of road (**Imogene Station** $\frac{1}{4}$ mile north). Jog left, taking next right, passing school (on right—53.1 m). Avoid road to the left (53.6 m), keeping straight ahead.

Spirit Lake Section**Route 597**

- 55.6 3.1 End of road; lake on right; turn right, taking first left, continuing straight ahead for over 9 miles, crossing RR. (58.6 m), through **Guckeen** (58.9 m), turn right with road (64.3 m).
- 64.7 9.1 Left-hand road; turn left to principal street of **Blue Earth**.
- 65.3 0.6 **Valucia St.**; turn right past Court House to center of
- 65.6 0.3 **BLUE EARTH**, Valucia & 6th Sts.
For diverging routes, see Index map, page 917.
Turn left 5 blocks, passing City Hall (on right).
- 66.0 0.4 4-corners; turn right, taking next left, cross numerous RR. tracks, going straight ahead for nearly 5 miles, curving left with road (70.7 m).
- 71.2 5.2 Right-hand road; turn right for little over 8 miles.
- 79.5 8.3 End of road; 1 mile beyond, store and creamery; turn right for 1 mile.
- 80.5 1.0 4-corners; turn left, continue straight east for over 7 miles, passing Rice Lake Creamery (85.5 m).
- 87.8 7.3 End of road; school on left; jog right, taking next left with main travel, continuing straight ahead for over 4 miles.
- 92.2 4.4 End of road; house in grove on left; turn left for 2 miles.
- 94.2 2.0 4-corners; turn right with main travel, keeping straight ahead where good road leaves to the left for **Alden** (94.6 m), curving right with road (102.0 m).
- 102.3 8.1 End of road; turn left, keeping straight ahead with main travel.
- 103.9 1.6 End of road; turn left.
- 104.3 0.4 Jog left and right across RR., crossing numerous tracks (105.0 m) to corner Clark & Broadway in
- 105.4 1.1 **ALBERT LEA**. Business center 3 blocks to the right on Broadway.
For diverging routes, see Index map, page 917.
Keep straight ahead on Clark St.
- 105.6 0.2 Fork; bear left downgrade across iron bridge.
- 106.0 0.4 4-corners; turn right, running over RR. bridge (106.2 m).
- 108.5 2.5 4-corners; turn left with main travel, curving right with same $\frac{1}{2}$ mile beyond, going straight ahead with main line telephone poles, curving left and right around lake (110.2 m).
- 112.7 4.2 End of road; turn left, leaving telephone poles, curving right with road $\frac{1}{2}$ mile beyond.
- 114.4 1.7 4-corners; turn left with main travel for $\frac{1}{2}$ mile.
- 114.9 0.5 Turn right with main travel for 2 miles.
- 116.9 2.0 End of road; church and cemetery straight ahead; turn right, curving left with road (117.3 m), go straight ahead for over 9 miles, crossing RR. (118.6 m).
- 126.8 9.9 **Main St.**; turn left to center of

Route 597

Spirit Lake Section

- 126.9 0.1 **AUSTIN.** Court House on right.
 Moreland & Anker, 116 N. Main St., **Stock Michelin Tires.**
 For diverging routes, see Index map, page 366.
 Continue on Main St., 2 blocks beyond Court House.
- 127.1 0.2 **Water St.;** turn right, still on brick pavement, crossing
 RRs. (127.3 m).
- 127.7 0.6 End of street; RR. station straight ahead; turn right,
 leaving brick, follow along tracks.
- 128.0 0.3 Turn left under RR., jogging left just beyond to first
- 128.2 0.2 Right-hand road; turn right, crossing long iron bridge.
- 132.5 4.3 End of road; turn left $\frac{1}{2}$ mile.
- 133.0 0.5 End of road; turn right across small wooden bridge for
- 134.0 1.0 4-corners; school on farther left; turn left 1 mile.
- 135.0 1.0 Right-hand road; turn right, going straight ahead for
 nearly 8 miles, crossing RR. (140.9 m).
- 142.8 7.8 End of road; turn left $\frac{1}{2}$ mile.
- 143.3 0.5 Right-hand road; turn right for nearly 5 miles.
- 148.1 4.8 4-corners; turn left $\frac{1}{2}$ mile.
- 148.6 0.5 Turn right with main travel.
- 149.4 0.8 4-corners; turn left across tracks to center of
- 149.6 0.2 **GRAND MEADOW.** Banks on diagonal corners; turn
 right 2 blocks.
- 149.8 0.2 At church on farther right, turn left over 4 miles.
- 154.4 4.6 End of road; turn right, go straight through all cross-
 roads for nearly 6 miles, across RR. at **Racine** (158.6 m).
- 160.3 5.9 4-corners; turn left, meeting road from **Spring Valley.**
- 164.1 3.8 End of road; turn right on straight road for about 13
 miles, over slightly rolling country, getting more hilly
 as it nears **Chatfield.** Cross iron bridge over Root River
 (176.8 m), curving right straight ahead to center of
- 177.2 13.1 **CHATFIELD.** Park on right.
 At farther side of Park turn left on Main St., going
 straight ahead, running downgrade through 4 corners
 (177.5 m). **Take care not to pass**
- 177.8 0.6 Right-hand road; creamery on left; turn right upgrade,
 curving left with main travel (178.2 m). Run up long
 winding grade, turning right with road at top and left
 (179.3 m), go straight ahead on rolling ridge road, **taking**
care not to pass
- 183.1 5.3 Right-hand road; farm house on left; turn right.
- 184.6 1.5 End of road; turn right.
- 185.1 0.5 Left-hand road; turn left, shortly running downgrade
 on narrow road, winding through woods.
- 186.5 1.4 End of road; turn right for $\frac{1}{2}$ mile.
- 187.0 0.5 Left-hand road; turn left.
- 188.8 1.8 3-corners; bear left to 3-corners in
- 189.2 0.4 **SARATOGA.** Bear left, passing school (on left).
- 189.4 0.2 Right-hand road; creamery on right; turn right up long,
 winding grade, going straight ahead over rolling country.
- 193.9 4.5 End of road; turn right to small town of
- 194.4 0.5 **CLYDE.** School on left. Turn left on old territorial

Spirit Lake Section

Route 597

- road, continuing straight ahead through **Fremont** (198.7 m). **Caution** for winding downgrade, crossing several small bridges to forks, small town of
- 201.1 6.7 **ENTERPRISE.** Bear right up winding grade. Road is straight ahead for over 10 miles, past Wyattville Creamery (204.6 m) and **Wilson** (210.0 m).
- 211.7 10.6 End of road; turn right.
- 212.1 0.4 End of road; turn left, curving left with main travel (213.5 m) into small town of
- 213.6 1.5 **CENTERVILLE.** Turn right to center of
- 214.4 0.8 **WITOKA**, 5-corners. Blacksmith shop on left.
Bear slightly left, keep straight ahead, following direct road over rolling country. Avoid road to the left (215.0 m) and road to the right (215.2 m), following poles.
- 215.8 1.4 4-corners; farm house in grove on farther left; turn left over very rolling country to center of
- 218.0 2.2 **RIDGEWAY.** Post Office and store on left.
(Road straight ahead to **La Crosse** via **Nodine**. For more scenic route, see Note (b) at end of Route No. 192—St. Paul to La Crosse. **St. Paul to La Crosse.**
Turn square right.
- 218.5 0.5 Keep straight ahead, avoiding road to the right, follow winding ridge road.
- 219.3 0.8 Keep straight ahead, avoiding prominent right-hand road and avoiding another right-hand road at (220.4 m), continuing on winding but direct ridge road.
- 229.6 10.3 End of road; church and cemetery on right; turn left.
- 230.4 0.8 End of road; church and school on left; turn right, continuing on ridge road for about 2 miles, then running down long, winding grade, cross small bridge at top of grade and up short grade just beyond (234.3 m), bearing left with road from right (234.6 m) and right down short grade with road from left (234.9 m). Bear left at (235.4 m) to first
- 235.6 5.2 4-corners; turn right, curving left with street to center of
- 235.7 0.1 **LA CRESCENT.** School on farther left, blacksmith shop opposite; turn right downgrade, right again, jogging left and right across tracks; follow along same a short distance, turning left with road, crossing built-up highway over marsh with 2 long bridges, crossing another long iron bridge over Mississippi River (238.4 m).
- 238.6 2.9 **Front St.**, immediately after leaving bridge; turn left on brick pavement for 1 block, then right on Pearl St., crossing RR. and trolley.
- 238.9 0.3 **Fourth St.**; turn left to Court House, center of
- 239.0 0.1 **LA CROSSE**, State & 4th Sts.

Holway Garage, State & Fifth Sts.

P. Hofweber & Sons, 113 Main St., Stock Michelin Tires.

ST. LOUIS SECTION

ROUTES 601-611.

Route Center—The intersection of 12th & Olive Sts. has been taken as the starting point for all routes out of St. Louis, as it is just out of the extensive retail district on Olive St. and most convenient to principal hotels and garages.

Points of Interest—St. Louis, located just below the mouth of the Missouri River on the west bank of the Mississippi, is one of the largest cities in the United States. Originally it was a fur-trading station, known as St. Louis or Pain Court, established by the French in 1756. In about 1770 Spain established an authority in this section and, in 1804, together with the territory known as Louisiana, St. Louis, with a population of about 1,000, passed into the possession of the United States. This purchase was commemorated in 1904 by the Louisiana Purchase Exposition. Annually their so-called Fall Festivities, during which one night is devoted to the Procession of the Veiled Prophet in the style of the Mardi Gras at New Orleans, and the ball in honor of the Veiled Prophet is one of the society events of the year. The trade and industrial plants in St. Louis rank among the highest in the whole country, for with its central location on the Mississippi River it is particularly well situated for shipping purposes. It is a chief tobacco-making city in the world, and its breweries are famous. The Anheuser-Busch Brewery, at 9th & Pestalozzi Sts., employing over 6,000 men, probably being the best known. The more important buildings are: the Court House, on Broadway, between Market & Chestnut Sts.; Merchants' Exchange Bldg., at 3rd & Chestnut Sts.; Cotton Exchange, Main & Walnut Sts.; Postoffice, on Broadway & Olive Sts. The new Carnegie Central Library on Olive St., between 13th & 14th, will repay a visit. Mr. Carnegie gave \$1,000,000 towards the cost of its construction. At the corner of Locust & 19th Sts. is located the School of Fine Arts, connected with Washington University. The buildings of this university, designed by Cope-Stewardson in a Tudor-Gothic style, are arranged in the form of several quadrangles, making what is said to be one of the most appropriate group of college



The Only Down Town Garage in St. Louis
CLOSE TO PRINCIPAL HOTELS

12th and Chestnut Sts. **St. Louis Taxicab Co.**

St. Louis Section

Route 601

buildings in the country. The university is attended by 3,000 students studying engineering, fine arts, law, medicine, dentistry. In Forest Park, only a short distance from the university, is the handsome Museum of Fine Arts originally erected as Fine Arts Building in the Louisiana Purchase Exposition. Another important educational institution is the St. Louis University, a Roman Catholic college on Grand avenue, giving instruction to about 1,000 students.

In the matter of parks and fine streets St. Louis is justly proud. Some of the residence streets and "Places" rank among the finest in the world. Most notable of these are adjoining Forest Park. The other parks are Tower Grove Park, Missouri Botanical Garden, probably the finest of its kind in the United States, and Lafayette Park. The two enormous bridges which cross the Mississippi into Illinois are worth a visit. The St. Louis or Eads Bridge, designed by Capt. James B. Eads, was constructed in 1869-74 at a cost of \$10,000,000. Its total length is over 2,000 yards. It is built in two stories, the lower being used exclusively for railways. The newest structure is McKinley Bridge, opened during the summer of 1910.

Route 601—St. Louis, Mo., to Springfield, Ill.—108.7 m.

Route map, page 150

Reverse route, No. 83

Via *E. St. Louis, Collinsville, Edwardsville and Litchfield. Mostly through level country on unimproved prairie road practically the entire distance. Fair going in settled weather, but almost impassable in wet weather.*

MILEAGES

Total Intermediate

0.0	0.0	ST. LOUIS , 12th & Washington Sts. Start east on Washington St. to western edge of bridge over Mississippi River (0.6 m)—(toll 20c to 30c)—cross bridge and at farther end of same bear slightly right with trolley; cross bridge over RR. (1.8 m), to
1.9	1.9	3rd St. , at foot of grade beyond RR. bridge; turn square left 1 block to City Hall (on right);
2.0	0.1	E. ST. LOUIS ; turn right—meeting trolley, following Missouri Ave. straight through business center to
2.5	0.5	9th St. ; turn left, leaving trolley, go straight ahead past two large high schools (on right—3.0 m).
3.3	0.8	End of street; jog right and immediately left, continuing on 9th St., cross RR. (3.5 m), running under trolley (3.9 m), cross two RRs. just beyond,
4.4	1.1	Prominent cross-road; turn left with main travel across RR., crossing second RR. just beyond,—trolley comes in from the right (4.6 m); follow same on old stone pike, straight ahead past a number of road-houses (trolley leaves to the left—10.6 m); bear right up long heavy grade—meeting trolley again at top of same; continue straight ahead on main thorofare to
12.3	7.9	End of street; turn right with trolleys on Main St. to center of
12.9	0.6	COLLINSVILLE , Main & Vandalia Sts.—Kraft's Saloon on left; turn left away from trolley, meeting same 1 block beyond; jog right and immediately left, still on Vandalia, curving left with trolley off brick pavement (13.3 m), follow main thorofare with trolley to
16.0	3.1	Prominent fork—Troy Road station on left; (Route No. 665, "St. Louis to Terre Haute," goes straight ahead.) Turn left with trolley, crossing RR. (16.8 m) to end of road at

Route 601

St. Louis Section

- 17.1 1.1 **MARYSVILLE**; turn left, cross trolley, and immediately turn right, jogging right and left across trolley (17.3 m), following along same to
- 17.6 0.5 Prominent right-hand road—trolley barns over to the left (poor road ahead); **turn right**, curving left with road to
- 18.6 1.0 End of road; turn right,
- 19.3 0.7 Left-hand road—RR. crossing straight ahead; turn left along tracks, bearing right across same (20.1 m).
- 20.5 1.2 End of road; turn left—meeting single telephone line—follow same over RR. bridge (21.4 m), turning left with road (22.0 m), cross RR. (22.2 m).
- 22.3 1.8 Right-hand road; turn right with poles across tracks,
- 22.8 0.5 End of road; turn left to first
- 23.0 0.2 Right-hand road (trolley comes in from the left); turn right, following trolley across RR. (24.6 m); same thorofare becoming S. Buchanan St., which follow to
- 25.1 2.1 **Vandalia St.** At farther side of park turn left with trolleys and right a short distance beyond on Main St. to Court House, center of
- 25.3 0.2 **EDWARDSVILLE**, Main St. & Hillsboro Ave.; turn right in front of Court House on Hillsboro Ave., following trolley across RR. to
- 25.9 0.6 End of street; turn left with trolley, curving left with road away from same at end of brick pavement (1909), shortly bearing right down long grade, cross 2 iron bridges, running up corresponding grade; curving right (trolley comes in from the right) follow same to
- 29.9 4.0 Prominent left-hand road; turn left away from trolley, crossing RR. (30.5 m), follow winding road through woods,
- 31.3 1.4 End of road to next
- 31.7 0.4 Right-hand road; turn right—meeting telephone line, follow same to
- 33.1 1.4 Prominent right-hand road—church on left (small town of **Carpenter** straight ahead); turn right with poles.
- 34.3 1.2 Left-hand road; turn left, jogging left and right across RR. (35.6 m); **caution** for sharp left and right turns under RR. (36.5 m). Continue straight ahead on main thorofare,
- 37.6 3.3 Prominent cross-road—church on farther right; turn left.
- 37.7 0.1 Diagonal cross street—hardware store on farther left; turn right, bearing left at elevator—
- 37.9 0.2 **WORDEN**—station on right; continue straight ahead along RR., jogging left and immediately right (38.0 m), bear left away from tracks (38.5 m).
- 41.3 3.4 Prominent cross-road; turn right with telephone poles, cross trolley and RR. (40.1 m) and RR. (40.3 m),
- 44.9 3.6 Right-hand road—saloon on left; turn right with main travel to
- 45.1 0.2 4-corners—poor road straight ahead; turn left and right just beyond;

St. Louis Section

Route 601

- 45.4 0.3 Left-hand street—brick school on right; turn left.
- 45.6 0.2 4-corners; turn right, still with main travel, turning left (45.7 m) to Main St. of
- 45.8 0.2 **STAUNTON**; turn right on Main St.—meeting trolley line, follow same straight out of town, cross RR. (46.4 m) —trolley leaves to the left—cross second RR. (47.0 m), to
- 47.5 1.7 End of road; turn left, re-crossing RR.
- 47.9 0.4 Right-hand road—poor road straight ahead; turn right across RR. to
- 48.4 0.5 Left-hand road; turn left, crossing RR. (48.9 m) and RR. and trolley (49.2 m).
- 49.9 1.5 Right-hand road; turn right, shortly bearing left along tracks, cross branch road (51.0 m).
- 51.5 1.6 Left-hand road; turn left.
- 52.0 0.5 At Park on farther left, turn right to center of
- 52.3 0.3 **MT. OLIVE**. Keep straight ahead through town on Main St., crossing a number of RRs., direct to
- 54.8 2.5 End of road; turn left with main travel.
- 56.9 2.1 End of road; turn right.
- 57.7 0.8 End of road; turn left with main travel.
- 59.6 1.9 End of road; jog right, taking next left, continuing straight north across RR. (61.1 m).
- 61.3 1.7 Jog right and left with road and left and right at pump- ing station (61.9 m), crossing RR. (62.5 m) to
- 62.9 1.6 **LITCHFIELD**, State & Union Sts. Continue straight through on State St.
- 63.7 0.8 End of street at brick pavement; turn right with main travel.
- 63.9 0.2 End of road; turn left, following direct road to
- 65.0 1.1 Turn right, and left a short distance beyond, curving right with road (66.5 m), turning left at white church (on right—66.7 m), cross RR. (67.1 m).
- 67.2 2.2 Turn left and right with road just beyond—following direct road past church (on right—71.3 m), running through woods,
- 71.9 4.7 End of road; turn right and left with road just beyond, turning left (72.2 m) and next right, still with road;
- 72.6 0.7 Jog left and immediately right, following main travel almost straight north; jogging right and immediately left (75.5 m), curving left and right across iron bridge (81.4 m), passing a number of small towns situated on the RR. about ½ mile to the left. Go straight ahead through all cross-roads, passing church and school on opposite sides

48

THE Warner Auto-Meter irrespective of age can always be sold second hand for more than the first cost of a cheap speed indicator. That is the truth and it gives the thinking man something to think about.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Route 603

St. Louis Section

- of the road (85.9 m), curving left and right through covered wooden bridge (91.3 m), cross RR. (91.9 m).
- 93.4 20.8 End of road; jog left and immediately right.
- 94.4 1.0 End of road—white church on left (road to the left leads into **Glenarm**); turn right for 1 mile.
- 95.4 1.0 Left-hand road—white farmhouse on right; turn left;
- 98.4 3.0 End of road; turn right to first
- 98.7 0.3 Left-hand road; turn left away from poles, shortly running downgrade, curving left. **Caution** for sharp right turn through wooden bridge (100.3 m), running under RR. just beyond; pass Cotton Hill store (on right—100.6 m); jog left and next right with road (100.8 m), turning left (102.9 m);
- 103.4 4.7 Right-hand road—poor road straight ahead; turn right with poles.
- 105.4 2.0 End of road; turn left and right with road a short distance beyond; cross RRs. (106.1 m & 106.8 m), running onto brick pavement (107.2 m), to 6th St., which follow to
- 108.5 3.1 **Monroe St.**; turn left 1 block, and right on 5th St. to
- 108.7 0.2 **SPRINGFIELD**, Washington & 5th Sts.

St. Nicholas Hotel, Jefferson & Fourth Sts.

Auto Inn, 513 S. Fourth St.

Springfield Garage Co., 104-108 E. Washington St.

Capital Auto Co., Stock Michelin Tires.

For city map, see page 192. For diverging routes, see Index map, page 150.
For through connections see Trunk-line Index map, front of book.

Route 603—St. Louis to Kansas City—310.5 m.

Route map, page 973

Reverse route, No. 651

Via Mexico, Glasgow and Marshall, first 20 miles and last 30 miles good macadam; remainder dirt and clay roads of varying condition.

Note—Although this route goes through a very poor automobile territory and details of the route have not been generally known to this time, a great deal of travel takes place between these two cities and in dry weather the tourist will have no trouble, but caution should always be used for bridges, as most of them are in bad condition. The only suitable night stops are Mexico and Marshall.

MILEAGES

Total Intermediate

(For city map, see page 968.)

- 0.0 0.0 **ST. LOUIS**, Olive & 12th Sts. Go west on Olive St. 2 blocks to
- 0.1 0.1 **14th St.**, turn right on same to next left just beyond at Locust St.; turn left, passing Gaiety Theatre on right; straight out Locust St. to end at
- 1.8 1.7 **Theresa St.**; turn right 1 block to
- 1.9 0.1 **Washington Boulevard**; turn left to Grand Boulevard just beyond, where jog right and immediately left, following Washington Boul. for 2 miles to
- 4.0 2.1 **Kings Highway**,—large brick church on left; 2 large stone churches straight ahead; turn right to
- 4.8 0.8 **Eastern Ave.**, meeting trolleys; turn left, follow trolleys straight out through
- 6.4 1.6 **WELLSTON** (trolley center); running onto macadam, follow same over RR. viaduct (6.9 m & 7.4 m) along RR. (9.8 m) just after running downgrade (16.9 m), leaving macadam and following winding road across RR. (18.8



- m) along tracks, over long iron bridge across Missouri River (19.2 m—toll at western end 25c to 40c).
- 19.5 13.1 Western end of bridge; turn left on Second St., with brick pavement, to
- 19.8 0.3 **ST. CHARLES**, 2nd & Charles Sts. Turn right upgrade on Charles St., follow same out of town, bearing left with telephone poles (20.8 m), follow macadam for a short distance. Pass church (on left—26.2 m), bear right downgrade, follow winding but direct road to end
- 29.9 10.1 **COTTLESVILLE**; turn right through small town, with telephone poles, to second
- 30.0 0.1 Left-hand road; turn left downgrade, running over rough rocky road for a short distance; follow telephone line to
- 32.6 2.6 3-corners; turn right with poles to
- 34.7 2.1 3-corners; turn left, still with poles, pass cemetery (35.1 m), church (36.2 m) and schoolhouse (36.4 m) to
- 38.2 3.5 4-corners; turn right, away from telephone line, shortly running down steep winding grade, and road leads through woods, running out of same up steep winding grade to
- 40.4 2.2 Left-hand road; turn left to
- 41.3 0.9 3-corners,—meeting telephone line; turn right, follow direct road with left and right turn, to
- 42.7 1.4 Left-hand road,—RR. crossing straight ahead; turn left with poles to prominent right-hand turn on edge of
- 43.5 0.8 **WENTZVILLE**. Jog right and immediately left; cross tracks going straight through town, following telephone line on winding road, passing schoolhouse (45.5 m) to
- 46.8 3.3 End of road; turn right to next
- 47.2 0.4 Left-hand road; turn left, follow poles to
- 48.2 1.0 Right-hand road; just after road turns left; turn right

Hopkins ELECTRIC Speedometer

No Flexible Shaft
and
The Electrodrometer

**Reads
absolutely steady
even on worst roads.**

See page facing
front cover

**Can be
carried in the hand
to any part of the car.**

Route 603

St. Louis Section

- along RR. tracks, follow winding but direct road, pass school and church (50.1 m) to
- 50.4 2.2 **FORESTELL**,—station on left; straight on to
- 50.6 0.2 End of road; turn right, follow direct road with a number of turns, re-crossing RR. (51.4 m); turn right around schoolhouse (51.9 m) to
- 53.7 3.1 Left-hand road,—RR. crossing straight ahead; turn left and follow winding road to right-hand road on edge of
- 54.8 1.1 **WRIGHT**. Jog right and immediately left, cross tracks; going straight through small town; pass fairgrounds (on right—55.5 m), running up slight grade to
- 56.3 1.5 Prominent cross-road, school on farther right; turn left, cross RR. (56.5 m), follow winding road with telephone line to
- 58.8 2.5 End of road; turn right with poles, passing schoolhouse (on left—60.8 m), pass **Truesdale Station** (62.4 m), straight on to center of
- 63.4 4.6 **WARRENTON**,—Court House on left. Straight on passing small brick power plant (on left) to
- 63.6 0.2 Fork, just after crossing iron bridge; turn right, up winding grade; follow telephone line past cemetery (on right—64.2 m), running down long grade, bearing right along RR. (64.6 m), follow telephone line on winding but direct road to
- 67.2 3.6 Right-hand road; turn right with poles and left straight through irregular 4-corners (68.1 m), still with poles, to center of
- 72.7 5.5 **JONESBURG**. Straight through, jogging right and immediately left at irregular 4-corners (73.1 m) to
- 75.8 3.1 End of road; jog left and immediately right across RR., running along tracks; jogging left and immediately right through irregular 4-corners (76.3 m) to small town of
- 77.1 1.3 **HIGH HILL**. Straight on, following telephone line to
- 80.6 3.5 Prominent right-hand road; turn right, leaving telephone line shortly, bearing left to end of road at
- 81.7 1.1 **NEW FLORENCE**—4-corners, just after passing station (on right); turn right, cross tracks to
- 81.9 0.2 Prominent 4-corners,—church on farther left; turn left and follow direct road to
- 83.6 1.7 End of road; turn left, follow direct road with 1 or 2 turns, running along RR. for a short distance (85.4 m), bearing right away from same to
- 87.3 3.7 End of road; turn left to second
- 87.7 0.4 Right-hand road;—RR. crossing straight ahead; turn right along tracks, to
- 88.6 0.9 **MONTGOMERY**,—center of town 1 block to right. Straight on along tracks, bearing right away from same (89.5 m), (where Montgomery County Fairgrounds can be seen off to the right). Follow direct road with left and right turn to

St. Louis Section

Route 603

- 90.7 2.1 Left-hand road; turn left away from telephone poles, crossing RR. to
- 91.7 1.0 End of road; turn right with main travel,—meeting telephone line,—follow same, jogging left and immediately right (93.3 m), to
- 93.8 2.1 End of road; turn right and immediately left across tracks, follow poles to
- 96.4 2.6 End of road; turn left, passing cemetery (on left—96.7 m) to center of
- 97.7 1.3 **WELLSVILLE.** Straight through 1 block from center of town, where turn right to
- 98.0 0.3 End of street; jog left and immediately right, follow main travel, crossing RR. (station on left—98.6 m), to
- 99.8 1.8 Prominent 4-corners (telephone line divides); turn left, on straight road, to
- 102.2 2.4 End of road; turn right to next
- 102.5 0.3 Left-hand road; turn left with poles to
- 103.4 0.9 End of road; turn right and next left just beyond, following telephone poles, cross RR. (103.8 m) to
- 104.0 0.6 End of road; turn left to next
- 104.3 0.3 Turn right to northern edge of
- 104.6 0.3 **MARTINSBURG.** Straight on past large white church.
- 104.8 0.2 End of road; turn right, crossing RR. (station on left—105.4 m) to
- 108.8 4.0 Prominent cross-road; turn left, follow telephone poles past school (109.3 m), bearing slightly left, crossing 2 wooden bridges (111.9 m), straight on past church (on left—112.8 m), cross RR. (116.9 m), pass school (on right—118.4 m), bearing right under RR. (120.6 m), crossing iron bridge just beyond, follow main travel, running onto Liberty St., which follow to
- 121.4 12.6 Prominent right-hand street,—coal office on left; turn right to center of
- 121.6 0.2 **MEXICO,**—Court House on right.
Turn left on farther side of Court House for 3 blocks to
- 121.9 0.3 4-corners; turn right to third left-hand street,
- 122.2 0.3 Left-hand street;—small yellow house on left; turn left on direct road to
- 122.7 0.5 Irregular 4-corners; turn right, crossing iron bridge (123.4 m) and bear left to
- 123.7 1.0 Prominent fork; turn left, cross long iron bridge, follow telephone line on direct road, bearing left, past church (on right) to
- 126.6 2.9 Right-hand road,—RR. crossing straight ahead; turn right with poles to right-hand road at
- 127.9 1.3 **THOMPSON STATION** (on left); turn right away from RR. to second
- 130.9 3.0 Left-hand road;—just after running up grade out of small valley; turn left to

Route 603

St. Louis Section

- 132.6 1.7 Right-hand road,—very poor road straight ahead; turn right and left with road (132.9 m), following straight road for over 14 miles—avoiding roads into **Centralia**, where main travel turns at (139.1 m & 139.6 m). Straight on across RR. (144.0 m)—avoiding main traveled roads into **Sturgeon** (146.6 m), to
- 147.5 14.9 Prominent right-hand road; turn right, jogging left and right (148.0 m) to
- 148.7 1.2 Left-hand road,—RR. crossing straight ahead; turn left with telephone line, following same on winding road to
- 150.4 1.7 End of road; cross RR. to
- 151.9 1.5 End of road; turn right to
- 152.5 0.6 **CLARK**. Straight ahead, crossing RR. and turning left with road (154.1 m); cross RR., turning right (156.3 m), to
- 156.8 4.3 End of road; turn left away from RR. to
- 157.0 0.2 4-corners,—school on farther right; turn right to
- 157.4 0.4 Fork; bear left along tracks, crossing same (158.3 m), follow direct road with left and right turns, to
- 159.8 2.4 **RENICK**,—4-corners; turn left, cross RR.—station on left—to
- 159.9 0.1 4-corners immediately after crossing RR.; turn right, crossing second RR.; turning right and left just beyond, following direct road to
- 161.8 1.9 End of road; turn left to
- 163.0 1.2 End of road; turn right to next
- 163.3 0.3 Left-hand road; turn left to
- 164.2 0.9 End of road; turn right and left with road (164.4 m) to
- 164.9 0.7 Right-hand road; turn right and follow direct but winding road running through deserted mining camp and down steep grade; **caution** for bad iron bridge at bottom (167.1 m). Go up steep grade; follow winding road through woods, turning left (168.0 m) over RR. bridge to
- 168.2 3.3 Right-hand road; turn right, shortly bearing right with main travel, apparently across fields, to
- 168.7 0.5 4-corners; turn right, cross RR. to center of
- 168.8 0.1 **HIGBEE**,—iron pump and water-trough on right; turn left, cross RR. (station on left), to first
- 169.2 0.4 4-corners;—after RR.; turn right to
- 169.6 0.4 End of road; turn left, bearing left (170.9 m) to
- 171.3 1.7 Right-hand road;—RR. crossing straight ahead; turn right along tracks to
- 173.3 2.0 End of road; turn right and immediately left on direct road to
- 174.5 1.2 **YATES**. Straight through small town to
- 174.7 0.2 Prominent cross-road; turn left to
- 174.9 0.2 Right-hand road immediately after crossing RR.; turn right along tracks to
- 176.5 1.6 End of road; turn right, cross RR., and turn left immediately beyond to

- 179.6 3.1 Prominent cross-road,—large white barn on farther right-hand corner; turn left to
- 181.5 1.9 Right-hand road; turn right and next left around school to center of
- 181.8 0.3 **ARMSTRONG.** Straight through 1 short block, where turn right and follow main travel out of town; shortly bearing left on winding narrow valley road, which follow to
- 185.9 4.1 End of road; turn left, cross RR. to first
- 186.2 0.3 4-corners; turn right, using **caution** for rocky grade (187.4 m), and follow winding but direct road, keeping left, across RR. (188.1 m). Road is direct to
- 191.1 4.9 Prominent 4-corners on edge of town; turn right with main travel to
- 191.3 0.2 **GLASGOW,** 4-corners,—hotel on left; turn left on main street to
- 191.5 0.2 Sharp turn—grist mill on right; turn sharp right down steep grade, crossing RR. to
- 191.7 0.2 **Ferry**—on bank of Missouri River.
- Note—Facilities for crossing the river were very poor during 1910, but tourists going westward will find pontoon ferry large enough for two cars, which will carry them safely across the river, charges \$1.00 per car.
- At western bank of river bear left across sand flats—apparently no distinct road,—running under RR. onto fair dirt road, turning right with same to
- 193.3 1.6 End of road; turn left around church to next
- 193.6 0.3 Right-hand road; turn right to
- 195.1 1.5 4-corners,—small school on farther left; turn right, using **caution** for bad sand for about a mile; follow to
- 197.5 2.4 End of road; jog left and immediately right with telephone line, passing school (198.4 m); follow telephone line on winding but direct road, running downgrade (199.0 m); turning right with road to
- 200.5 3.0 End of same; turn left, still with poles, straight on, passing **Gilliam** a short distance to the right (201.6 m); shortly running along RR. to
- 203.0 2.5 Right-hand road; turn right, cross tracks to
- 203.9 0.9 End of road; turn left, bearing right on main traveled road, to prominent cross street,—(church on left)—in
- 205.2 1.3 **SLATER.** Turn left, through center of town, to
- 205.4 0.2 End of street,—station straight ahead; turn right to
- 205.8 0.4 End of road; turn left, cross RR., follow direct road with right and left turn (207.3 m) to
- 208.4 2.6 End of road; turn right to
- 211.7 3.3 End of road; turn left, follow direct road with a number of turns to
- 213.6 1.9 Right-hand road; turn right to
- 214.4 0.8 End of road; turn left and right just beyond, with main travel, following direct road across iron bridge (215.5 m), and RR. just beyond, bearing right (215.8 m) upgrade to

Route 603

St. Louis Section

- | | | |
|-------|-----|--|
| 216.3 | 1.9 | Left-hand street; turn left, bearing right and left around cemetery (217.0 m) to |
| 217.4 | 1.1 | Right-hand road—hospital on left; turn right, crossing RR. (217.8 m) to |
| 217.9 | 0.5 | Prominent left-hand road; turn left with telephone wires, crossing RRs. (218.1 m & 218.3 m), through center of |
| 218.5 | 0.6 | MARSHALL ,—Court House on right; turn right on farther side of Court House, to |
| 219.2 | 0.7 | End of street; turn left and immediately right with main travel to |
| 219.4 | 0.2 | Prominent cross-road; turn right with main travel, crossing RR. (222.4 m). Straight on,—passing town of Shackleford a short distance to the left (224.1 m),—to |
| 225.3 | 5.9 | End of road; turn right and left with road (225.8 m); follow direct road past cemetery and church (227.2 m), jogging right and left (228.9 m), to |
| 229.6 | 4.3 | End of road; turn left around school, into |
| 229.9 | 0.3 | MT. LEONARD . Straight through, over RR. bridge, to |
| 231.6 | 1.7 | End of road; turn left with telephone line, jogging right and immediately left (235.1 m), running down long grade, passing through southern edge of |
| 236.3 | 4.7 | BLACKBURN ,—church on right. Straight on, crossing RR. (238.0 m), pass cemetery (on right—238.3 m)—town of Alma short distance to the left (239.6 m), pass cemetery and schoolhouse (240.5 m). Straight on with poles. |
| 244.6 | 8.3 | 4-corners; turn left into |
| 245.2 | 0.6 | CORDER . Straight through, cross RR. to |
| 246.6 | 1.4 | 4-corners; turn right, with telephone line, pass cemetery (on right—249.3 m), cross RR. (249.7 m); follow direct road with 1 or 2 turns, cross RR. (250.5 m) to |
| 250.6 | 4.0 | HIGGINSVILLE ,—large brick church on farther left; turn left through center of town to |
| 251.1 | 0.5 | Right-hand street, immediately after crossing RR.,—church on left; following main travel; bear left around fairgrounds (251.9 m) and right with road to |
| 252.5 | 1.4 | Fork; turn left, crossing 2 RRs. into coal-mines; follow telephone line to |
| 253.5 | 1.0 | 4-corners; turn right with poles on straight road to |
| 258.6 | 5.1 | MAYVIEW ,—station on left. Straight on, cross RR. (259.3 m), turn left, crossing RR., downgrade to |
| 260.3 | 1.7 | Right-hand road; turn right, re-crossing RR. (261.1 m), follow direct road with numerous left and right turns to |
| 261.7 | 1.4 | Left-hand road; turn left to |
| 262.2 | 0.5 | 3-corners; turn right away from RR. to |
| 262.7 | 0.5 | Left-hand road; turn left; over RR. bridge (263.1 m). |
| 263.7 | 1.0 | 4-corners; school on right; turn right, cross RR. (264.4 m) to next |
| 265.6 | 1.9 | 4-corners; turn left, cross RR. (265.9 m). |
| 267.0 | 1.4 | 3-corners, cemetery on left; turn right on direct road to |

St. Louis Section
Route 603

- 268.5 1.5 Prominent 4-corners,—hotel on left; turn left to center of
- 268.6 0.1 **ODESSA**,—bank building on farther right; turn right, crossing RR., to
- 268.8 0.2 Prominent cross-road; turn right with main travel, and left just beyond, to first
- 269.5 0.7 Right-hand road; turn right with telephone poles to next
- 270.0 0.5 Left-hand road; turn left with poles, and right with road (271.0 m) to
- 271.3 0.3 Left-hand road; turn left to
- 271.3 1.3 Left-hand road; turn left to
- 272.0 0.2 Right-hand road,—meeting telephone line; turn right, follow direct but winding road, cross RR. (273.3 m), bearing right across wooden bridge just beyond L. C. B. for sharp right turn; cross RR. (274.0 m), turning left with road just beyond, to
- 275.8 3.8 Left-hand road; turn left away from telephone line, cross RR. (276.2 m)—Bates City short distance to the left.
- 276.8 1.0 Right-hand road; turn right, follow direct but winding road over rolling country to center of
- 280.3 3.5 **OAK GROVE**,—bank building on right; turn left to
- 280.6 0.3 Right-hand macadam road,—dirt straight ahead. Turn right, follow good macadam on winding road; caution for sharp right and left curve downgrade (281.7 m) to
- 284.4 3.8 End of road; turn right to RR. crossing at
- 285.4 1.0 **GRAIN VALLEY**. Pass schoolhouse (on left), to
- 285.9 0.5 Cross-road; turn left on macadam, following telephone
- 290.4 4.5 End of road at northern edge of **Blue Springs**; turn right, following poles on winding road, to
- 291.9 1.5 End of road; turn left and follow macadam to
- 294.9 3.0 End of road; turn left and right just beyond, follow macadam road with numerous right and left turns around church (296.7 m), with telephone line all the way to
- 298.3 3.4 End of road; turn left, same thoroughfare becoming Alton Ave., which follow to
- 300.0 1.7 **Main St.**; turn right,—meeting trolley—follow same across RR. (301.0 m) to center of
- 301.3 1.3 **INDEPENDENCE**,—Court House on left; turn left on farther side of Court House, on Maple Ave., follow same
- 301.9 0.6 **River Boulevard**,—4-corners; jog right, and immediately left, meeting telephone line, follow same across RRs. (303.3 m & 303.7 m), pass **Evanston Park** station, running up long grade under stone arch (304.7 m), down long winding grade, crossing 2 RRs., at
- 305.7 3.8 **CENTROPOLIS**. Straight on, picking up trolley line; go up long grade on 15th St., following same across RR. (208.1 m), through small park (309.3 m), to
- 310.2 4.5 **Grand Ave.**; turn right to center of
- 310.5 0.3 **KANSAS CITY**, Grand Ave. & 12th St.

Inter State Garage, Locust & Eleventh Sts.

For city map, see page 1019. For diverging routes, see Index map, page 987.

Route 605—St. Louis, Mo., to Terre Haute, Ind.—173.1 m.

Reverse route, No. 246.

Via Collinsville, Vandalia, Effingham and Marshall. Over rolling country as far as Vandalia; remainder practically all level; mostly clay road with several stretches of sand pike. Good in settled weather, but not advisable after heavy rains.

MILEAGES (For this and optional exits, see St. Louis city map, page 968.)
Total Intermediate

0.0 0.0 **ST. LOUIS**, 12th & Washington Sts.

Start east on Washington St. to western edge of bridge over Mississippi River (0.6 m)—(toll 20c to 30c)—cross bridge and at farther end of same, bear slightly right with trolley; cross bridge over RR. (1.8 m), to

1.9 1.9 **3rd St.** at foot of grade beyond RR. bridge; turn square left 1 block to City Hall (on right);

2.0 0.1 **E. ST. LOUIS**; turn right—meeting trolley, following Missouri Ave. straight through business center to

2.5 0.5 **9th St.**; turn left, leaving trolley, go straight ahead past two large high schools (on right 3.0 m).

3.3 0.8 End of street; jog right and immediately left, continuing on 9th St., cross RR. (3.5 m), running under trolley (3.9 m) cross two RRs. just beyond.

4.4 1.1 Prominent crossroads; turn left with main travel across RR., crossing second RR. just beyond—trolley comes in from the right (4.6 m); follow same on old stone pike, straight ahead past a number of roadhouses (trolley leaves to the left 10.6 m); bear right up long heavy grade—meeting trolley again at top of same; continue straight ahead on main thoroughfare to

12.3 7.9 End of street; turn right with trolleys on Main St. to center of

12.9 0.6 **COLLINSVILLE**, Main & Vandalia Sts.—Kraft's Saloon on left; turn left away from trolley—meeting same 1 block beyond; jog right and immediately left, still on Vandalia St., curving left with trolley off brick pavement (13.3 m), follow main thoroughfare and trolley to

16.0 3.1 Prominent fork—trolley station on left (trolley turns left)

(Route 661, St. Louis to Springfield, leaves with trolley.)

Continue straight ahead with heavy telephone line on direct road, cross RR. (17.6 m),

Fork; bear right with poles to edge of

20.2 4.2 **TROY**—business center on left; continue straight ahead on narrow street, following main travel up grade (20.8 m),

22.6 2.4 Jog right and immediately left, following telephone poles across RR. (23.1 m & 24.0 m); follow winding but direct road, turning right and immediately left across RR. (25.1 m); straight through **St. Jacobs** (26.9 m); pass road to the left (27.7 m); jog left and immediately right through irregular 4-corners (30.2 m);

31.4 8.8 End of road; turn left, shortly running onto fine macadam, curve right past grist mill,



- 33.1 1.7 End of street; turn left for 2 blocks to the main street of
- 33.2 0.1 **HIGHLAND**—lumber yard on right; turn right straight through center of town; pass school (on left) and go 3 blocks beyond to
- 33.7 0.5 Prominent cross street—brick tin-shop on farther left; turn left 2 blocks to
- 33.9 0.2 4-corners—saloon on farther right; turn right past St. Joseph's Hospital just beyond;
- 34.1 0.2 Jog left and immediately right, following main travel on angling road, cross RR. (34.1 m)—(avoiding road to the right just beyond), (heavy telephone line comes in from the left 35.1 m); follow same on direct road.
- 43.5 9.4 End of road; turn left to farther side of park in
- 43.6 0.1 **POCAHONTAS**; turn right with telephone line—(4-arm poles come in from the right just beyond); **caution** for winding road over several bad bridges (45.3 m).
- 45.7 2.1 Fork at top of grade; turn left, follow winding but direct road (telephone wires make short cuts across country but are within sight of the road most of the way);
- 46.4 0.7 Fork—RR. on right; turn left up grade; straight past **Stubblefield** station (on right 48.2 m); curving left just beyond away from tracks; continue on direct road, crossing RR. (49.7 m); follow telephone poles, cross RR. (50.4 m); pass prominent right-hand road (51.4 m);
- 52.3 5.9 4-corners just after road turns sharp right; turn left on 6th St. to
- 52.9 0.6 End of street; turn sharp right on brick pavement to Court House
- 53.1 0.2 **GREENVILLE**. On farther side of Court House turn left 1 short block, and then right to next
- 53.2 0.1 4-corners; turn left up grade, following main travel all the way—avoid road to the left (54.0 m); follow telephone poles across RR. (56.9 m);
- 57.2 4.0 End of road; turn left with poles to next
- 57.8 0.6 Right-hand road; turn right, still with poles. **Caution** for very bad hole at wooden bridge (59.6 m).
- 61.8 4.0 **MULBERRY**—small hotel on farther left; turn square left, bearing right with road just beyond;
- 62.6 0.8 End of road; turn right with poles over RR. bridge (62.9 m) curving left down grade just beyond; follow poles to
- 63.7 1.1 Right-hand road—RR. straight ahead; turn right along

Route 605

St. Louis Section

tracks for a short distance, bearing away from same on winding but direct road through woods. Avoid road to the right (64.3 m); follow telephone line with main travel to end of road in edge of

68.5 4.8 **HAGERSTOWN**; turn left, and right just beyond along RR., still with poles. **Caution** for sharp left and right turn (70.9 m); same thoroughfare becomes South St.

72.5 4.0 **7th St.**; turn left 1 block, following main travel.

72.6 0.1 **Edward St.**; turn right 1 block

72.7 0.1 **6th St.**; turn left, crossing RR. onto main street of

72.8 0.1 **VANDALIA.**

Perkins Garage, 203 N. Fifth St.

Immediately beyond RR. turn right; straight through center of town, passing park on left; road is straight for about 24 miles; cross a number of iron bridges just after leaving town; straight through small village of **Bluff City** (75.0 m) pass good road to the left leading to Browns-town (80.9 m); straight through edge of St. Elmo at RR. crossing (87.1 m); follow telephone poles across RR. (92.6 m), passing center of **Altamont** a short distance to the left (92.7 m); continuing on direct road; **caution** not to pass

96.5 23.7 Prominent 4-corners—small farmhouse on left;

The information given the Blue Book crew (summer of 1909) was that the bridges between this point and Effingham were in very bad condition; the following directions covering a better route than the old National Road.)

Turn square left, crossing RR. at **Dexter Station** (96.9 m); passing church (on left) just beyond;

97.6 1.1 End of road; turn right and left with road.

98.3 0.7 Prominent right-hand road; fine white farmhouse on left; turn right to

99.0 0.7 End of road; turn left, follow winding but direct road running through woods up grade (99.7 m);

100.0 1.0 End of road; turn left to first

100.8 1.8 4-corners; 2 mail boxes on right; turn right, following direct road, curving right to

103.0 2.2 Left-hand road; turn left, follow winding road, running down grade, bearing left across iron bridge (103.9 m).

104.0 1.0 End of road; turn right, cross 2 iron bridges just beyond; bear left up grade, following main travel onto brick pavement (106.3 m); cross abandoned RR. (106.4 m);

106.8 2.8 Left-hand street. RR. straight ahead; turn left

107.0 0.2 First cross street; turn right across tracks to center of

49

SOMEONE said "The memory of Quality remains long after price has been forgotten." This probably explains why those who objected most strongly to paying the price for the Warner Auto-Meter are now the most aggressive boosters of this Quality Speed Indicator.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

IF IN TROUBLE, PHONE 306

AUTO INNE. E. HOUGH
Prop.**611 CENTER STREET, EFFINGHAM, ILL.**107.1 0.1 **EFFINGHAM.**

Auto Inn, 611 Center St.

Continue straight through on principal street; jogging left and immediately right (107.4 m) (heavy telephone lines come in from the right 108.0 m); running down grade, cross iron bridge and up corresponding grade out of small valley straight through **Teutopolis** (111.0 m); follow along close to RR. tracks; pass **Montrose** station (on right—116.3 m); bear right and left across RR. (120.6 m); re-crossing same just beyond;

121.0 13.9 Right-hand road immediately after RR.; turn right, passing **Woodbury** station just beyond; caution for 2 bad stumps in road (121.7 m). Road winds to the left and right (122.2 m), curving back again straight through **Jewett** (124.2 m), running down grade; cross iron bridge over Ambrose River (128.0 m); cross RR. (128.8 m); curving left just beyond up heavy grade to

129.4 8.4 **GREENUP**—park on farther right; continue straight through on same thoroughfare, crossing iron bridge (133.3 m); pass **Vevay Park** station (on right—135.6 m); running onto macadam road (138.2 m), crossing RR.

139.2 9.8 **CASEY.** Continue straight through on principal street (macadam ends 1909) at **Oak Leaf** station (141.4 m); follow telephone poles running between oil tanks direct to

145.5 6.3 **MARTINSVILLE.** Straight through, crossing RR. switch just beyond. Caution for small ford (146.1 m) curving right across RR. just beyond; follow telephone poles straight through **Clarks** (151.3 m), bearing left (151.7 m) down winding grade; cross iron bridge; straight through covered wooden bridge (154.1 m) running up grade to

156.3 10.8 **MARSHALL, ILL.** Straight east on Main St., crossing RR. (157.0 m)—station on left; through covered wooden bridge (158.7 m); straight through **Cohn** (159.3 m), curving left across iron bridge (169.9 m), and right just beyond on National Ave., which follow to

170.7 14.4 Prominent left-hand street; turn left with main travel to

170.9 0.2 End of road at trolley line; turn right, running onto brick pavement, follow same straight ahead; cross long iron bridge (172.4 m) over Wabash River, onto Wabash Ave., which follow across 2 RRs. (172.5 m & 172.6 m), passing Court House (on right—172.7 m) to center of

173.1 2.2 **TERRE HAUTE, IND.** Wabash Ave. & 7th St.

Haddon Hall Garage, 677 Ohio St.

For city map, see page 508. For diverging routes, see Index map, page 557.

Route 607—St. Louis to Vincennes—155.6 m.

Route map, page 150

Reverse route, No. 254

Via *BELLEVILLE, SALEM and LAWRENCEVILLE. Over level country on fair dirt roads.*

MILEAGES		(For this and optional exits, see St. Louis city map, page 968.)
Total	Intermediate	
0.0	0.0	ST. LOUIS , Washington & 12th Sts. Go east on Washington St., running onto the western end of long iron bridge over Mississippi River (0.6 m—toll 25c to 40c). Just after leaving eastern end of bridge bear right over RR. bridge to
1.7	1.7	Left-hand street immediately beyond RR. bridge; turn left to
2.0	0.3	Missouri Ave. ,—City Hall on right; turn right to center of
2.3	0.3	EAST ST. LOUIS . Straight through on Missouri Ave. to
2.5	0.2	10th St. Turn left with trolleys, passing 2 schoolhouses (on left), to
2.8	0.3	State St. —6-corners,—turn right with trolleys, passing brewery (on left) and iron water-trough (on right), cross 2 RRs. (3.7 m). Follow trolleys past cemetery (4.4 m), leaving pavement (4.7 m), turning onto brick (13.7 m) and bearing left downgrade to center of
15.2	12.4	BELLEVILLE ,—public square; turn square left to
15.6	0.4	5-corners; bear right on middle street—Lebanon Ave.—over RR. bridge (16.1 m), passing brewery (on left—16.6 m). Bear left over RR. (17.0 m), and right with double telephone line, straight on to
21.2	5.6	SHILOH . Straight through with poles, turning right (22.8 m) with road.
24.4	3.2	Turn sharp left over RR. bridge and immediately right, shortly running over 4 iron bridges; cross trolley (25.9 m), bearing right with poles to
27.0	2.6	End of road,—brick church on left; turn right to
27.2	0.2	LEBANON . Straight through, running downgrade across iron bridge (27.7 m), past schoolhouse (31.7 m) into
33.9	6.7	TRENTON . Straight through with telephone poles; bear left downgrade over iron bridge (36.9 m), and right just beyond; cross iron bridges (37.1 m & 37.5 m) to
37.9	4.0	4-corners; turn right with poles, to
38.4	0.5	End of road; turn left following telephone line, straight on—avoiding road into Aviston —(38.8 m); cross iron bridge (39.8 m). Straight through to northern edge of
42.8	4.4	BREEZE . Straight on; bear right and sharp left across iron bridge (44.7 m), turning right across RR. and immediately left (45.4 m) with poles to
45.8	3.0	Left-hand road; turn left to
46.5	0.7	End of road; turn left with telephone poles, cross RR. (46.7 m) to
47.0	0.5	Fork; turn right, follow poles across several small bridges (47.4 m), passing cemetery (47.6 m), to

St. Louis Section

Route 607

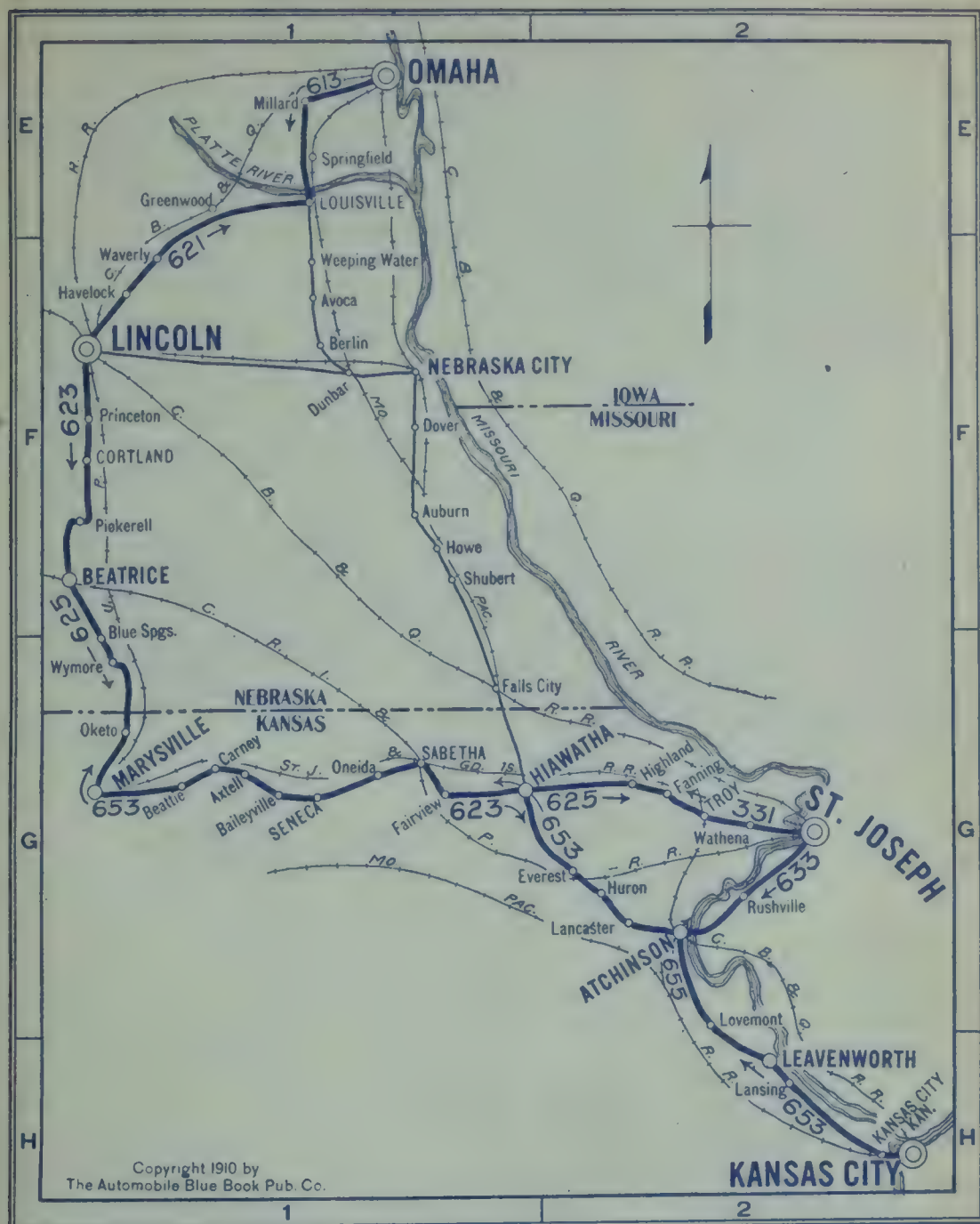
- 48.4 1.4 End of road;—**Buxton** to the right; turn left with poles, bearing right with road (48.9 m), passing schoolhouse (50.4 m), to center of
- 52.7 4.3 **CARLYLE**,—Court House on right; straight through over suspension bridge (53.3 m) and 2 long iron bridges just beyond.
- 56.9 4.2 End of road; turn left and immediately right to
- 58.9 2.0 End of road; turn left and next right, following poles straight on, passing town of **Clinton** (on right—60.8 m), cross RR. (62.2 m)—**Shattuck** to the right. Straight on across iron bridge (62.5 m),—avoiding all cross-roads to
- 66.2 7.3 4-corners,—church on farther right-hand corner;—blacksmith shop on right; turn left and right just beyond across RR., to
- 66.6 0.4 End of road; turn left and next right with telephone poles, follow same past school (68.2 m), turning right and immediately left (69.4 m), to
- 70.2 3.6 End of road; turn right across RR., and immediately sharp left along tracks, bearing right away from same a short distance beyond; follow telephone poles past school (73.2 m), running onto brick pavement (75.2 m), following same to center of
- 75.9 5.7 **SALEM**,—Court House on left; straight through across iron bridge (76.2 m), leaving pavement and crossing RR. (76.4 m)—station on left. Follow telephone line, jogging slightly left and immediately right (77.2 m), pass church (on left—81.1 m), cross 2 iron bridges just beyond, winding through woods over 2 or 3 bad wooden bridges (81.5 m), pass schoolhouse (on right—84.4 m), pass cemetery (85.8 m), and school (86.2 m); bear left downgrade on winding road through woods; cross 2 iron bridges, bearing right upgrade (87.5 m), pass church at top and schoolhouse (88.0 m), following telephone poles past **Xenia** (on right—92.8 m).
- 95.5 19.6 Right-hand road just after road turns left; turn right with telephone poles; bear left and slightly right (97.2 m), pass church and schoolhouse (on left—98.8 m), cross RR., bearing slightly right and then left across second RR. (100.9 m)—station on right—to center of
- 101.1 5.6 **FLORA**. Straight through on Main St., to
- 102.0 0.9 End of road; turn right across RR. to
- 102.2 0.2 4-corners; turn left,—meeting telephone line,—pass schoolhouse (on left—105.1 m); bear slightly left and then right (107.9 m)—(pass road on left (108.4 m) which leads to **Clay City**). Straight on, pass cemetery (on right—108.6 m) to first
- 109.6 7.4 4-corners; turn left, pass schoolhouse (on right—110.1 m) to
- 110.5 0.9 End of road; turn right, picking up telephone line again;

Route 607

St. Louis Section

- cross iron bridge (111.2 m); follow winding road over several bridges; cross iron bridge over Little Wabash River (115.1 m) to
- 114.5 4.0 End of road; turn right with telephone line to next
- 114.7 0.2 4-corners; turn left with poles to
- 116.5 1.8 End of road,—grist mill straight ahead; turn left across RR. and immediately right to center of
- 116.8 0.3 **NOBLE.** Straight through town, passing cemetery (on right—117.3 m), to
- 117.8 1.0 End of road; turn left with telephone poles to first
- 118.3 0.5 Right-hand road; turn right with poles, bearing left (118.6 m)—pass poor road (on right). Straight on, pass schoolhouse (119.7 m), bearing left over iron bridge (123.2 m); follow telephone line, avoiding all intersecting roads; same thoroughfare becoming Main St., which follow across RR. to center of
- 125.0 6.7 **OLNEY,** Court House on right. Straight through,—avoiding all cross-roads, pass church (133.3 m), schoolhouse (135.4 m), cross 3 small wooden bridges (137.0 m), turning left and then right with road just beyond. Bear slightly right, straight through irregular 4-corners,—(church on left—139.5 m),—pass church and cemetery (on right—141.1 m), following road through oil fields, bear right and then left (145.6 m) across RR. (146.4 m) to center of
- 146.6 21.6 **LAWRENCEVILLE, ILL.** Court House on right.
Straight through on Main St., bearing right and left on main road across iron bridge (147.7 m), jogging right and immediately left just beyond; straight through 4-corners at RR. crossing (148.5 m); follow telephone line past school (148.7 m), past church (149.6 m); sandy road for a short distance over several iron bridges; pass schools (151.8 m & 154.2 m), running through covered wooden bridge and long iron bridge, over Wabash River (155.3 m) onto Main St., which follow to center of
- 155.6 9.0 **VINCENNES,** City Hall on left, 2nd & Main Sts.
Johnson Auto Co., Main & Second Sts., Stock Michelin Tires.
For city map, see page 519. For diverging routes, see Index map, page 557.
For through connections, see Trunk-line Index map, front of book.

SPECIAL NOTICE: The entire contents of this Guide is protected by U. S. copyright, vested in the **Automobile Blue Book Publishing Company.** All reproductions of maps or text are absolutely prohibited, and infringers will be vigorously prosecuted under the law of July, 1909, which makes such act a felony punishable by fine or imprisonment, or both.



NOTICE.

The publishers regret that it was not possible in this volume to give a map showing clearly all the routes out of Kansas City. Therefore we wish to call particular attention to the new route data not only to Wichita, Oklahoma City and Fort Worth, but to El Paso and Los Angeles. The former will be found under Route Nos. 857 to 863, and the latter under Route Nos. 1001 to 1012.



New Henshaw Hotel

EUROPEAN PLAN. STRICTLY MODERN
AND ABSOLUTELY FIREPROOF

T. J. O'BRIEN, Prop.

15th and Farnam Sts., Omaha, Neb.

All outside rooms connected with bath. Single or en suite. Headquarters for automobilists. Rates, \$1.50 up without bath; \$2.00 up with bath.

New Rathskeller Recently Opened. Finest in the West.
CUISINE UNEXCELLED AND SERVICE IDEAL

THE LARGEST AND BEST EQUIPPED GARAGE AND REPAIR
SHOP IN THE WEST OPEN DAY AND NIGHT



Franklin Motor Cars
Peerless Motor Cars

GUY L. SMITH

Automobiles, Repairs,
Supplies

2205-2207 Farnam Street
Omaha, Nebraska

—TELEPHONE DOUGLAS 1970—

Packard
MOTOR CARS

Ask the man who owns one

Electric Garage Company

2218 Farnum Street

Omaha, Neb.

OMAHA SECTION

ROUTES 611 TO 620.

Route Center—The intersection of Douglas and Fifteenth streets is taken as the starting point of all routes out of Omaha and is not only convenient to hotels and garages, but all travel on through trips must pass this point.

Points of Interest—Omaha, situated on the west bank of the Missouri River, is sometimes known as "The Gate City" and has grown rapidly since its foundation in 1854. Its industries include smelting (American Smelting & Refining Co.), meat packing (excelled only by Chicago and Kansas City), brewing, distilling and brick making. It is a railroad center of great importance, being practically the eastern terminus of the Union Pacific, also an important division point for three or four large systems between Chicago and the far west.

The festival of Ak-Sar-Ben, celebrated each fall, resembles very closely the Mardi Gras of New Orleans. The membership of the Society of Ak-Sar-Ben, which is Nebraska spelled backwards, is almost entirely made up from the prominent business men of the city and was originally formed at the time of the financial panic in 1897 as an organization to help business conditions in Omaha. Fort Omaha, just north of the city, is the chief signal service, balloon and wire-



HOTEL ROME

EUROPEAN. CORNER 16TH & JACKSON STREETS.

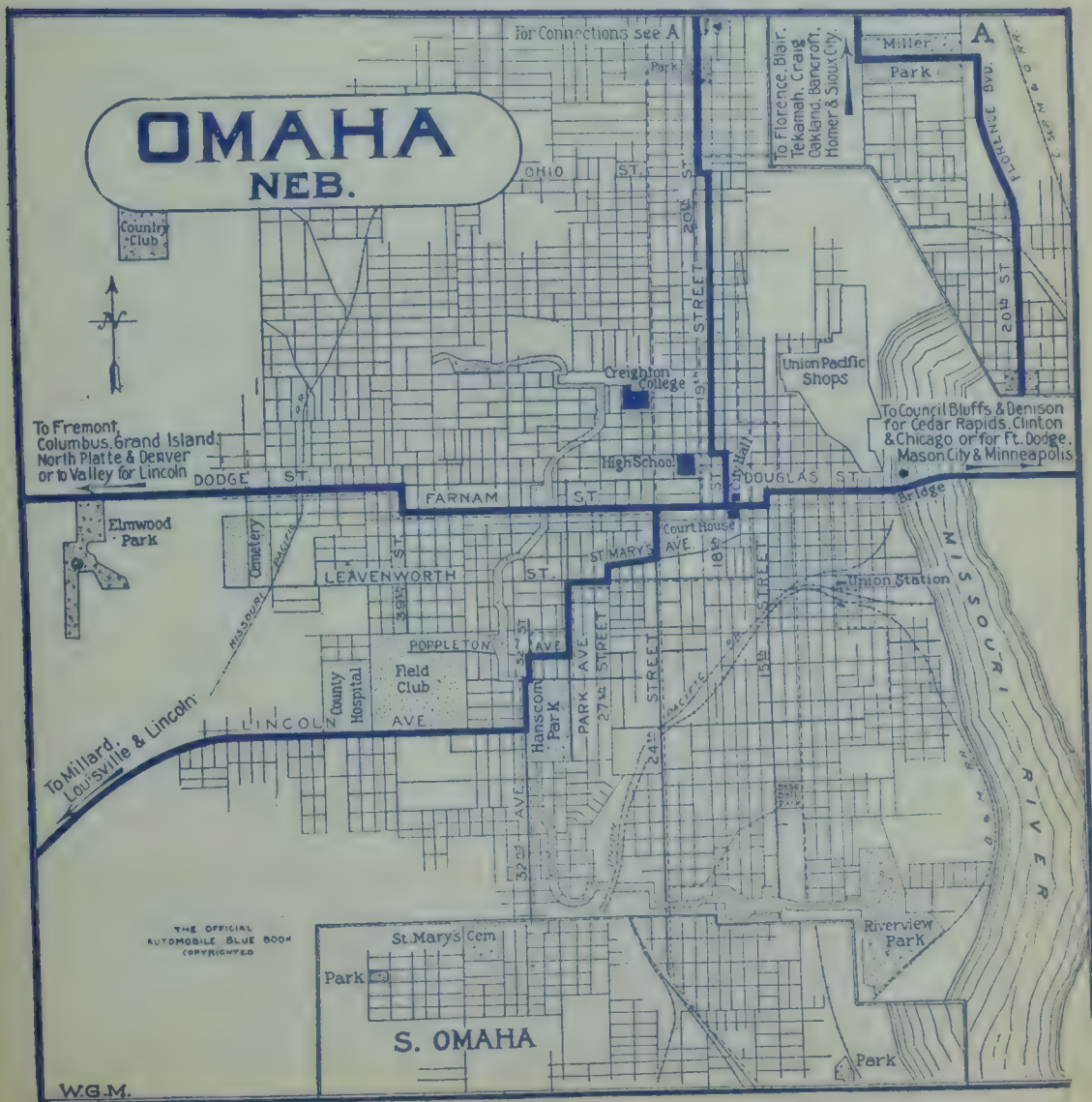
OMAHA'S LEADING HOTEL

230 Rooms — 135 with Bath. Two blocks from all Theatres. Opposite Auditorium.

ROME'S VINEYARD—Show Place of the City

Headquarters for Auto Tourists.

ROME MILLER



Route 611

Omaha Section

less experimental station of the government, and Omaha is the headquarters of the military department of Missouri. Fort Cook is about six miles south of Omaha. The public library and museum contains over 100,000 volumes, also the Reed collection of coins. The art collection of George W. Lininger at Davenport and Eighteenth streets includes some notable paintings well worth a visit by those interested in such collections. The city is doing a great deal to establish a system of boulevards and parks. It is also well supplied with country clubs, the Country Club and Field Club both having excellent golf courses and tennis grounds.

Council Bluffs, Ia., which is just across the Missouri, lies further back from the river than Omaha, as the banks on the Eastern side are much lower and in the flood time the water sweeps over the flats to a considerable depth. As the name implies, the city is at the foot of the bluffs, bordering the Missouri. The peculiar formation of these "miniature mountains" gives the impression of gazing at some huge range many miles distant. The growth of the city is largely due to its location at the converging point of numerous important railroad systems, which in turn has made it an admirable site for many flourishing manufacturing plants.

Route 611—Omaha to Cedar Rapids, Ia.—297.2 m.

Route map, page 991

Reverse route, No. 536

Via Denison, Boone and Marshalltown. Mostly rolling country for the first 100 miles, then comparatively level through a rich farming country. Good dirt roads for the entire distance in settled weather—but almost impassable in wet weather on account of the "gumbo" (local term for a very sticky mud), encountered on nine-tenths of the distance.

MILEAGES (For this and optional exits, see city map, page 989.)

Total Intermediate

0.0 0.0 **OMAHA**, 16th & Douglas Sts.

Start east on Douglas St., running onto western end of bridge over Missouri River (0.5 m)—toll 15c to 30c; cross bridge, keep straight ahead, running onto fine boulevard; cross RRs. (3.5 m & 4.0 m), follow Broadway straight to center of

4.5 4.5 **COUNCIL BLUFFS**, Broadway & Pearl Sts.

Straight through on Broadway, bearing left past iron watering-trough (4.7 m) to

5.5 1.0 Fork; small triangle; turn left, leaving trolley, follow direct road with double telephone line—(avoid road to the right—7.1 m) and road to the left (9.2 m). **Caution** for narrow cut through bluffs (11.7 m) to

12.5 7.0 **CRESCENT**. Continue straight through, with telephone line.

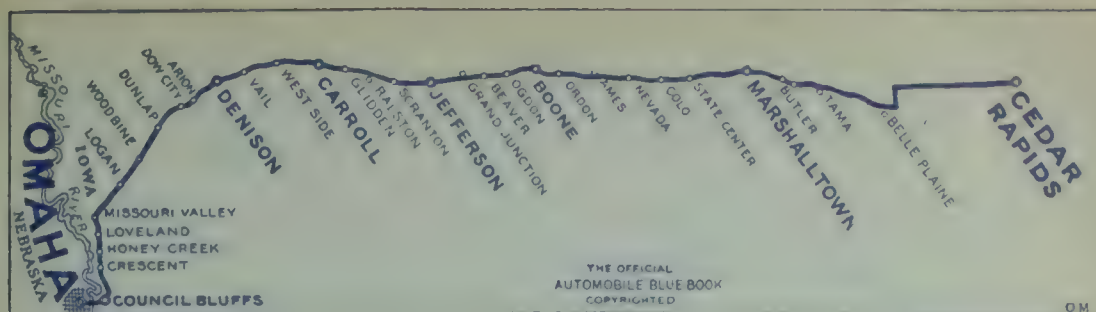
13.5 1.0 Fork; bear right—telephone line divides; follow direct road with 1 or 2 turns, cross iron bridge to

16.1 2.6 **REEL'S STORE** (on right); turn left,—telephone line divides; go upgrade, follow main traveled road downgrade (17.5 m), bearing right at foot of hill, past **Honey Creek** station (18.7 m). Road is direct along tracks, straight through **Loveland** (20.3 m); follow along foot of bluffs with telephone line, cross RR. (25.7 m), running over iron bridge (26.2 m), follow direct road across RR. (station on left—27.7 m) to

27.8 11.7 **MISSOURI VALLEY**, Erie & 6th Sts.

(Route 616, "Omaha to Sioux City," leaves to the left.)
Turn right on Erie St.

28.1 0.3 End of street; turn left, follow direct road with main travel, winding along bluffs within sight of RR. a great



- deal of the time—avoid road to the right (30.4 m); pass school (on right—31.3 m),
- 31.4 3.3 Right-hand road; turn right with poles across iron bridge, still with main travel;
- 32.7 1.3 End of road; turn right, caution for sharp left turn just beyond; follow telephone line to
- 35.0 2.3 End of road; turn right, and left just beyond, running downgrade (35.8 m), bearing left past small electric light plant (on right) to center of
- 37.2 2.2 **LOGAN**—park on right; turn right around park, and left on farther side, with main travel,
End of road; turn right downgrade, cross RR. Cross second RR. (37.7 m), running up slight grade to
- 38.2 1.0 Left-hand road; turn left, leaving telephone line, curving right with road (38.4 m).
- 38.9 0.7 End of road—meeting telephone line—turn left, follow main travel with a number of sharp right and left turns to
- 40.6 1.7 Left-hand road; turn left, still with poles.
- 41.6 1.0 End of road—school (on right); turn right around school, running down slight grade.
- 42.5 0.9 Fork at foot of grade; turn left, cross wooden bridge.
- 44.2 1.7 3-corners, farmhouse on left; turn right.
- 45.2 1.0 End of road on top of grade; turn left, downgrade—meeting telephone line, follow same straight across RR. tracks (47.7 m) to center of
- 48.0 2.8 **WOODBINE**. Continue straight through town to
- 48.4 0.4 Prominent right-hand road—brick kiln over to the left; turn right, cross 2 RRs. (48.7 m), follow winding but direct road to
- 50.0 1.6 4-corners; turn left with telephone line, cross iron bridge just beyond; follow main travel on winding road;
- 52.1 2.1 End of road; turn left with poles, bearing right with road at foot of grade (52.5 m).

Hopkins ELECTRIC Speedometer
 "No Flexible Shaft"
 and
The Electrodrometer

Its accuracy
is unaffected by
changes in temperature.

See page facing
front cover

Easily reset
forward or backward
to any reading any time.

Route 611

Omaha Section

- 56.3 4.2 3-corners just beyond iron bridge; turn right with poles
- 57.1 0.8 End of road; turn left.
- 59.1 2.0 Fork, edge of town; bear left, leaving telephone line, shortly running upgrade (59.4 m); bear slightly right and left to center of
- 59.6 0.5 **DUNLAP**—bank buildings on both right and left; turn right on main street to
- 60.0 0.4 Diagonal 4-corners, small brick power plant (on right); turn left, following main road, cross RR.
- 62.9 2.9 Right-hand road just after crossing RR.; turn right, cross tracks (63.4 m),
- 63.7 0.8 Fork; turn left with telephone poles, running downgrade along tracks (65.1 m), bearing away from same.
- 68.1 4.4 Fork; turn left through **Dow City** (68.3 m), keeping left across 2 RRs. (68.8 m). Straight ahead to
- 69.4 1.3 End of road;—large elm tree on left; turn right, making a sharp left turn (70.3 m), cross RR. and wooden bridge; follow main travel, bearing left at station (70.7 m) to center of
- 70.8 1.4 **ARION**—brick bank building on farther left; turn square right and left just beyond;
- 71.0 0.2 End of road; turn right, and left at end of road, following telephone poles; turning square right in front of church (71.1 m) and left (71.2 m) to
- 71.3 0.3 End of road; turn right, running along RR. track, bearing away from same (73.6 m), pass school (74.1 m).
- 76.6 5.3 Right-hand road—white house on right; turn square right, and left just beyond; cross iron bridge and wooden bridge. Road is direct, cross 1 RR. track (77.1 m), running between tracks to
- 77.8 1.2 End of road; turn square right, across tracks and immediately left, to
- 78.1 0.3 4-corners; turn left, cross tracks and wooden bridge, curving right with road; cross 2nd RR. (78.3 m) on State St., follow same to edge of
- 78.7 0.6 **DENISON**, Main & State Sts.,—station on right; business center at top of grade on Main St.
(For Okoboji, see route No. 618, Denison to Okoboji, page 779.) Turn left 1 block on Main St., and right on Railroad St., passing white school (on left—79.2 m); turn left just beyond;
- 79.4 0.7 Right-hand road—baseball park on farther right; turn right. Road is direct for some distance along RR. tracks most of the way; bear left away from tracks (84.7 m),
- 84.9 5.5 4-corners in middle of upgrade; turn right downgrade, running along RR. again, follow direct road, jogging away from tracks for a short distance, cross iron bridge (87.2 m).
- 88.0 3.1 **VAIL**—station on right. Continue straight through on main traveled road;

Omaha Section

Route 611

- | | | |
|-------|------|--|
| 90.4 | 2.4 | Right-hand road; turn right across tracks, follow winding road over rolling country; |
| 93.0 | 2.6 | End of road; turn right with poles, curving left with road just beyond to |
| 93.8 | 0.8 | End of road; turn left and next right straight through West Side, curving right out of town, and left (94.2 m) with main traveled road. |
| 94.4 | 0.6 | End of road; turn right with poles to next |
| 94.9 | 0.5 | Left-hand road; turn left, still with poles, over 1 or 2 grades for a short distance. Road is straight for over 11 miles—avoid good road to left leading into Arcadia (96.9 m). Cross RR. (104.2 m & 105.2 m), jog left and immediately right (106.0 m), |
| 106.3 | 11.4 | 4-corners; turn left with poles, cross 2 RRs. |
| 106.4 | 0.1 | Turn right around C. & N. W. station on 5th St., to |
| 106.6 | 0.2 | CARROLL , Court House on farther left-hand corner. Swaney Auto Company, 215 W. 5th St., Stock Michelin Tires. Turn left on Main St., and right on farther side of Court House, passing hotel (on left); follow main traveled road—avoiding right-hand road (107.0 m), running under RR. just beyond, past cemetery (on left—113.1 m), to Right-hand road; turn right to center of |
| 114.3 | 7.7 | GLIDDEN —4-corners—bank on right; turn square left; |
| 114.5 | 0.2 | 4-corners—church on right; turn right, cross RR. |
| 114.8 | 0.3 | 4-corners just beyond RR.; turn left, follow direct road with main travel, cross RR. (117.8 m)—avoiding roads leading into Ralston (on right—118.8 m), keeping straight ahead, pass school (120.8 m), |
| 121.8 | 7.0 | 4-corners just after crossing small concrete bridge; turn right. |
| 123.1 | 1.3 | Left-hand road; turn left, passing cemetery (on left—124.1 m). |
| 125.1 | 2.0 | End of road; turn right to first |
| 125.6 | 0.5 | 4-corners; turn left, follow main travel. |
| 125.8 | 0.2 | Right-hand street; turn right, and next to center of |
| 125.9 | 0.1 | SCRANTON —4-corners; turn square right, cross RR. |
| 126.3 | 0.4 | End of road; turn left with telephone poles, curving right with same to |
| 127.0 | 0.7 | End of road; turn right with poles, |
| 132.4 | 5.4 | End of road; turn left, shortly running down heavy grade, winding right across long iron bridge; follow main travel to Court House in |
| 136.1 | 3.7 | JEFFERSON , Main & Cherry Sts. Irvin Auto Co., Stock Michelin Tires. Continue straight through on Main St., passing Court House (on left); cross RR. (136.5 m),—station on right. |
| 140.0 | 3.9 | End of road; turn left, still with poles, curving right and left, cross iron bridge (140.5 m), turning right just beyond, pass cemetery (on left—142.5 m), |
| 143.4 | 3.4 | End of road; turn left to next |
| 143.6 | 0.2 | 4-corners; turn right, and left just beyond |

Route 611

Omaha Section

- 144.0 0.4 4-corners—blacksmith shop on farther right; turn right, cross Rock Island tracks to edge of
- 144.2 0.2 **GRAND JUNCTION**—business center short distance to left. Continue straight ahead to
- 144.5 0.3 Left-hand road—brick school (on right); turn left, cross RR. and immediately right, follow straight road to
- 148.1 3.6 End of road; turn right across tracks and immediately left, following along same;
- 149.1 1.0 End of road; turn left, across tracks and immediately right; straight through center of **Beaver** (149.3 m).
- 150.3 1.2 End of road; turn right, re-crossing RR., turning left with road just beyond; pass cemetery (on right—154.7 m),
- 154.9 4.6 Prominent left-hand road just after passing cemetery; turn left with main travel to
- 155.2 0.3 4-corners,—RR. crossing straight ahead; turn right through center of
- 155.5 0.3 **OGDEN**. Continue straight through on Main St., jogging right and left with road (156.4 m); cross RR. (157.6 m), pass church (on right) just beyond. **Caution** for narrow winding downgrade (159.5 m); running through small ford at foot of hill, curving right up slight grade on good road again, pass brick school (on right—160.4 m), turning left with road (161.5 m).
- 162.0 6.5 Right-hand road; turn right with main travel, cross long iron bridge over Le Moine River, following winding road through valley, past brick kiln; **caution** for heavy up-grade winding to the right;
- 163.6 1.6 Right-hand road just after road turns left; turn right, leaving telephone line, and left just beyond at school. Entering Boone from this direction is a case of following main travel with numerous right and left turns.
- 163.8 0.2 Turn right and next left;
- 163.9 0.1 Turn right, and at farther side of Court House in **Old Boone**, turn left to
- 164.1 0.2 **3rd St.**—meeting trolley and brick pavement; turn right.
- 164.2 0.1 **Marion St.** Turn left with trolley and pavement—trolley leaves to the right 1 block beyond;
- 164.4 0.2 **7th St.** Turn right, passing park (on right), to center of
- 165.6 1.2 **BOONE**, Storey & 7th Sts.

Hotel Holst, Eighth St.

Boone Auto Co., Eighth St.

Crary Motor Car Co., Stock Michelin Tires.

Turn right on Storey St.

50

IN every Glidden Tour for years past the Warner Auto-Meter "The Aristocrat of Speed Indicators" has "swept the boards." No other speed indicator has ever been able to stand the pace and finish with a perfect score.

WARNER INSTRUMENT CO., Beloit, Wis., U. S. A.

Omaha Section

Route 611

- 165.9 0.3 **4th St.** Turn left, bearing slightly right with main travel (167.1 m), and left (167.3 m), following telephone poles
- 168.3 2.4 End of road; turn left, cross RR. and immediately right, running under trolley tracks just beyond to
- 170.3 2.0 4-corners; turn right to next
- 170.7 0.4 Left-hand street—RR. straight ahead; turn left. Straight through **Jordan** (171.4 m).
- 171.7 1.0 4-corners; turn right, cross RR.
- 172.7 1.0 4-corners,—red barn and windmill on farther left; turn left on straight road for about 6 miles; turn right with road (178.9 m), running upgrade (179.3 m)—Iowa State Agricultural Buildings on left.
- 179.7 7.0 **Boone St.** Turn left with main travel between college buildings, cross RR. (181.5 m) to edge of
- 182.0 2.3 **AMES**, Boone St. & Duff Ave.—business center over to the left.
- Continue straight ahead on Boone St., passing cemeteries on both sides of the road (189.5 m), through center of
- 190.1 8.1 **NEVADA**, 4-corners.
- Straight through on direct road, cross high bridge over RR. (193.2 m); turn left and right across RR. (193.4 m).
- 196.9 6.8 Right-hand road—white house with white picket fence on right; turn right,
- 197.2 0.3 Left-hand street just after crossing RR.; turn left to center of
- 197.4 0.2 **COLO**; just beyond center of town turn right with street at 2 grain elevators;
- 197.8 0.4 End of road; turn left and right just beyond;
- 198.4 0.6 4-corners—cemetery (on right); turn left with telephone poles on direct road;
- 204.3 5.9 End of road; turn left with poles, to next
- 204.6 0.3 Right-hand road—RR. crossing straight ahead; turn right, jogging left and right (205.6 m);
- 205.8 1.2 Left-hand street—blacksmith on right; turn left with main travel, and right just beyond; cross RR. to edge of
- 206.2 0.4 **STATE CENTER**, brick school on left—business center a short distance to the left; continue straight through with main travel.
- 206.6 0.4 End of road; turn right, and left just beyond. **Caution** for sharp left turn down slight grade (213.2 m).
- 213.7 7.1 Right-hand road; follow winding road.
- 215.4 1.7 Fork; turn left still on winding but direct road, over concrete bridge (215.7 m), cross RR. (216.2 m), follow telephone line, turning left with road across RR. (219.5 m) to
- 219.6 4.2 End of road; turn right to
- 219.8 0.2 **9th St.** Turn left on asphalt to
- 220.0 0.2 **Church St.** Turn right, still on asphalt to
- 220.7 0.7 **Center St.** Turn left 1 block to Court House (on right), center of

Route 611

Omaha Section

- 220.8 0.1 **MARSHALLTOWN**, Main & Center Sts.
 The Stoddard, Main & Third Sts.
 Eldridge-Beebe Auto Co., 14 N. First St.
 Marshall Auto Co., 122 E. Main St.
 Johnson Automobile Co., Stock Michelin Tires.
 For city map see page 890.
 For diverging routes see Index map, page 917.
 Turn right on Main St., past Court House, to
- 221.0 0.2 **3rd Ave.**—Pilgrim Hotel on corner; turn right, running down slight grade across RR. tracks (221.3 m & 221.5 m);
- 221.7 0.7 **May St.**—Marshall Oil Co. (on left); turn left to end at
- 222.2 0.5 **9th Ave.** Turn right, and next left to
- 222.5 0.3 Prominent 4-corners at edge of town; turn right with main travel,
- 223.2 0.7 4-corners—telephone poles in all directions; turn left, bearing right with road (224.8 m), pass school (on left—225.5 m).
- 225.8 2.6 4-corners; turn left and follow main travel, bearing right cross iron bridge (226.4 m), cross RRs. (227.0 m & 229.7 m), center of
- 230.4 4.6 **LE GRAND.** Continue straight through. **Caution** for rocky surface on three hills; bear left down winding grade (232.5 m);
- 232.8 2.4 Left-hand road—foot of hill; turn left.
- 232.9 0.1 End of road; turn right on direct road;
- 234.6 1.7 Right-hand road just after crossing iron bridge, to center
- 234.8 0.2 **MONTOUR**, First National Bank on farther left-hand corner; turn square left to
- 234.9 0.1 End of street; turn right, cross RR.—(station on right);
- 235.1 0.2 End of road; turn left; **caution** for downgrade (235.3 m); follow winding road through woods, bearing right and left (237.0 m), turning right with road (237.5 m),
- 237.7 2.6 Left-hand road just beyond small wooden bridge; turn left, follow main traveled road through **Indian Reservation**; cross long iron bridge over Iowa River (239.2 m).
- 240.1 2.4 Curve left and right across RR., running along same for a short distance; bear left away from tracks, cross RR. (242.0 m),
- 242.4 2.3 Right-hand road; turn right.
- 242.6 0.2 Left-hand street; turn left with telephone poles to trolley crossing, northern edge of
- 242.9 0.3 **TAMA** (business center short distance to the right). Continue straight ahead, passing water tower (on right); jogging right and left with road (244.0 m).
- 244.3 1.4 End of road; jog right and immediately left, cross RR. at **Gladstone station** (247.3 m), follow main travel.
- 252.2 7.9 Fork—just after road turns right; turn left with poles,
- 253.7 1.5 Right-hand road; curve right across small wooden bridge, running over large iron bridge (254.1 m) to center of
- 254.2 0.5 **CHELSEA**; turn square left, crossing second iron bridge (254.5 m), past school (on left—256.2 m), cross RR. (259.4 m).

Omaha Section**Route 611-A**

- 260.0 5.8 Prominent cross-road; turn right, bearing left with main travel to center of
- 260.9 0.9 **BELLE PLAINE.** Continue straight through town to
- 261.3 0.4 End of street, RR. on right; turn left, and next right just beyond, following main traveled road past cemetery (on left—262.1 m), running downgrade to
- 263.0 1.7 Left-hand road (road straight ahead curves right under RR. culvert); turn left, follow direct road.
- 267.4 4.4 Prominent right-hand road—schoolhouse in trees on farther right; turn right, follow straight road for 27 miles, passing school and church (on left—276.3 m), school (on right—292.0 m), and church (on left—292.3 m).
- 294.5 27.1 End of road; jog left and immediately right.
- 295.5 1.0 Jog left and immediately right. Straight ahead—meeting trolley, follow same to
- 296.0 0.5 **9th Ave.** Turn right with trolley.
- 296.2 0.2 **1st Ave. W.;** turn left with trolley, cross RR. (296.3 m) and long iron bridge over Cedar River (297.0 m); to center of
- 297.2 1.0 **CEDAR RAPIDS, 1st Ave. & 3rd St.**

Montrose Hotel, Third Ave. & Third St.

Iowa Motor Car Co., Fourth Ave. & Second St.

Foy Supply Co., 3d St. & 5th Ave., **Stock Michelin Tires.**

For city map, see page 884. For diverging routes, see Index map, page 917.

For through connections see Trunk-line Index map, front of book.

Route 611A—Boone to Des Moines, Iowa—42.7 m.

Route map, page 917

Reverse route, No. 578

Via Madrid. Over level country on fairly good natural dirt roads.

MILEAGES

Total Intermediate

- 0.0 0.0 **BOONE,** Story and 8th Sts.
Go south on Story St.
- 0.2 0.2 Brick cross-street; turn left, curving right with main travel at end of pavement (1.0 m), following direct road.
- 1.6 1.4 3-corners—Marshalltown-Cedar Rapids route leaves to left; bear right, running under RR. (2.7 m).
- 3.9 2.3 Left-hand road; turn left, crossing RR. (4.5 m), passing school (on left) just beyond.
- 5.6 1.7 Right-hand road; turn right. Road is straight south for over 5 miles, passing **Luther** over to the right (9.5 m).
- 10.7 5.1 End of road; turn left and take next right just beyond to
- 12.0 1.3 End of road; turn right and take next left, following main travel all the way.
- 16.3 4.3 Where brick church may be seen over to the right, turn right to center of
- 16.6 0.3 **MADRID**—State Bank on farther right. Turn left, crossing bridge over RR.
- 16.9 0.3 Immediately after crossing RR., turn left about 2 blocks, turning right with main travel.
- 17.7 0.8 At cemetery (on right) turn left $\frac{1}{2}$ mile.
- 18.2 0.5 Right-hand road; turn right.
- 19.2 1.0 End of road; turn left $\frac{1}{2}$ mile.

Route 612**Omaha Section**

- 19.7 0.5 4-corners—school on left; turn right, keeping left at fork just beyond; with main travel to
- 20.9 1.2 End of road; jog left and take next right, following main travel on winding but direct road past church (on left—21.6 m).
- 23.6 2.7 End of road; turn right, curving left with road just beyond, going straight through **Polk City** (27.1 m).
- 28.4 4.8 Fork immediately beyond wooden bridge; bear right, follow winding but direct road, with telephone poles.
- 30.6 2.2 Bear left with main travel and right just beyond, following poles. **Caution** for sharp left and right turns (31.4 m). **Take care not to pass**
- 31.9 1.3 Left-hand road just after passing school on right; turn left, curving right with road (32.4 m).
- 32.6 0.7 Left-hand road; turn left with main travel, shortly running down rather steep grade, across wooden bridge, running up corresponding grade.
- 33.4 0.8 4-corners—large tree on left; turn right.
- 34.8 1.4 Fork; bear left with poles.
- 36.3 1.5 Jog left and immediately right, with main travel, at edge of old town of Saylor, crossing trolley (36.7 m), and again (38.9 m).
- 39.1 2.8 Jog left and immediately right with main travel, going straight ahead through **Highland Park** (39.8 m), running down long grade across trolley (40.3 m) and concrete viaduct (40.8 m), following brick pavement straight ahead on 6th Ave. to center of
- 42.7 3.6 **DES MOINES**, Walnut St. and 6th Ave.

Bernhard & Turner Auto Co., 508 W. Seventh St.

Iowa Auto & Supply Co., Fourth & Locust Sts.

Moyer Auto Co., 1118 Locust St., **Stock Michelin Cars**.

For city map, see page 938. For diverging routes, see Index map, page 917.

Route 612—Omaha, Neb., to Des Moines, Iowa—163.0 m.

Route map, page 999

Reverse route, No. 571

Via Atlantic and Guthrie Center. First part of the route is quite hilly on black dirt and clay roads, which are kept in excellent shape by the property owners all along the route.

This is the first part of the trip over the River-to-River Road between Omaha and Davenport, being over a very rolling country, some particularly fine views are afforded the tourist of the richest farming sections in the United States.

MILEAGES (For this and optional exits, see city map, page 989.)
Total Intermediate

0.0 0.0 **OMAHA**, Douglas and 15th Sts.

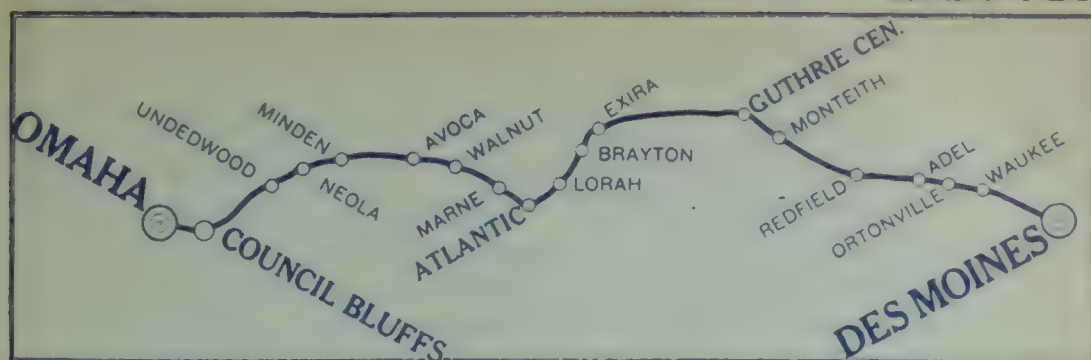
Go east on Douglas St., crossing long iron bridge over Missouri River (0.5 m—toll, car, 10c; each passenger, 5c), running onto brick boulevard; follow same across RRs. (4.0 m) to center of

4.5 4.5 **COUNCIL BLUFFS**, Broadway and Pearl Sts.

Continue straight ahead with trolley on Broadway, curving slightly left (4.7 m).

5.5 1.0 At small triangular church ahead, turn right with trolley.

5.6 0.1 End of street—Edmondson Hospital straight ahead; turn left, leaving trolley.



- 5.8 0.2 Left-hand street—store on left; turn left with one line of telephone poles, avoiding road to the left (6.1 m).
- 6.2 0.4 Fork; bear left, passing number of greenhouses (on left), curving left along RR.
- 7.8 1.6 Irregular 4-corners just beyond school; bear right, keeping along north side of tracks, jogging left and right with road (8.8 m). Continue on winding but direct road with main travel all the way.
- 11.9 4.1 End of road; turn right, and immediately left just beyond. Avoid road to the left (12.3 m), curving left into
- 13.5 1.6 **WESTON**. Go ahead to end of street and turn left, curving right just beyond with main travel, straight north.
- 14.1 0.6 End of street—school over to left; turn right, bearing left short distance beyond road, and right (14.5 m), going straight ahead for about $1\frac{1}{2}$ miles.
- 16.0 1.9 At RR. curve left away from tracks, avoiding right-hand road.
- 16.7 0.7 4-corners; turn right $\frac{1}{2}$ mile and then left.
- 18.3 1.6 End of road; turn right, crossing 2 RRs. (18.6 m).
- 18.9 0.6 4-corners just beyond small wooden bridge; turn left, crossing 1 RR., curving right to center of
- 19.9 1.0 **UNDERWOOD**. Continue through to end of street, where turn left across second RR., jogging right and left.
- 20.1 0.2 Right-hand road; turn right
- 21.1 1.0 End of road; turn right, curving left along tracks (21.8 m); follow winding but direct road within sight of RR. (on right) most of the way.
- 24.1 3.0 End of road; jog right and immediately left, turning right with road (24.5 m).
- 25.1 1.0 End of road; turn left, taking next right straight ahead.
- 26.2 1.1 **NEOLA**—coal office on farther left, blacksmith shop on right. Turn right, crossing 2 RRs.
- 26.5 0.3 5-corners; turn left along RR. Avoid road to the right (27.1 m), crossing tracks just beyond.
- 27.7 1.2 Bear left to road from right and take first right-hand road across small wooden bridge; go straight ahead for over 3 miles, jogging left and right to center of
- 30.9 3.2 **MINDEN**—Park on left. Go straight through town, curving left with main travel at station (31.3 m).
- 31.8 0.9 4-corners; turn right, going straight ahead across RRs. (32.1 m, 32.9 m, and 41.8 m) to center of

Route 612

Omaha Section

- 42.1 10.3 **AVOCA.** Continue straight through town on High St., crossing iron bridge (42.4 m). Avoid road to the right (42.9 m).
- 43.6 1.5 End of road—school on right; turn right across wooden bridge, and immediately left, following along close to RR., turning left with road (45.7 m).
- 46.2 2.6 End of road; turn right across RRs. (47.6 m and 48.2 m).
- 48.7 2.5 **WALNUT**—blacksmith shop ahead on right. Turn right across a number of RRs., curving left and right with road just beyond; straight south for almost 2 miles.
- 50.7 2.0 4-corners; turn left. Road is straight east, curving left across RR. to center of
- 56.2 5.5 **MARNE.** Continue straight ahead out of town on direct road.
- 58.0 1.8 Right-hand road; turn right over RR. viaduct (58.4 m).
- 59.5 1.5 End of road; turn left. Road is straight ahead for about $1\frac{1}{2}$ miles, then winding across iron bridge (61.5 m).
- 62.2 2.7 End of road; turn left.
- 62.7 0.5 End of road; turn right and next left across iron bridge crossing RR. (63.4 m) to center of
- 63.9 1.2 **ATLANTIC**, Main and 2nd Sts.
 Johnston Automobile Co., Stock Michelin Tires.
 Turn right 1 block on Main St., then left onto 3rd St. with brick pavement.
- 64.4 0.5 Prominent 4-corners at edge of town; turn left, crossing RR. and a number of bridges.
- 65.3 0.9 4-corners; turn right, leaving telephone line to first
- 66.1 0.8 Left-hand road; turn left with main travel; follow winding road upgrade, going straight through 4-corners (67.1 m), passing between 2 ponds (68.2 m), crossing RR. (68.4 m).
- 68.8 2.7 End of road; turn right, meeting telephone line, curving left with road just beyond; follow main travel, with one or two right and left turns, passing along western edge of Lorah (71.4 m).
- 74.3 5.5 4-corners—poor road ahead; turn right, crossing RR. (74.9 m); follow winding but direct road.
- 77.0 2.7 End of road; turn left down long grade into small village of
- 77.7 0.7 **Oakfield.** Just beyond store avoid good road to the right by keeping up long grade, where town of Brayton may be seen over to the left. Follow winding road with telephone poles.
- 80.2 2.5 4-corners—school on right; turn left with poles, turning

Hopkins ELECTRIC Speedometer
 "No Flexible Shaft"
 and
The Electrodrometer
(See page facing front cover)

Built
rugged and strong.
Beautifully finished.

← →

Only trip
odometer with-
out a flexible shaft.

Omaha Section

Route 612

- right with main travel (80.7 m), and left, still with poles (80.9 m).
- 82.2 2.0 End of road; turn right, still with poles.
- 82.7 0.5 First prominent left-hand street; turn left 3 blocks, then right to center of
- 83.0 0.3 **EXIRA**—Park on right. Go straight ahead out of town, running downgrade across concrete bridge; follow winding but direct road over rolling country.
- 86.8 3.8 Right-hand road; turn right with main travel.
- 88.1 1.3 4-corners—schoolhouse on farther right; at foot of grade turn right upgrade for 2 miles.
- 90.1 2.0 4-corners—school on right; turn left for 2 miles.
- 92.1 2.0 4-corners foot of grade—school on left; turn right, straight ahead over rolling country, downgrade through small town of **North Branch** (94.5 m).
- 95.0 2.9 4-corners; turn left for 2 miles.
- 97.0 2.0 4-corners foot of grade; turn right, upgrade, passing sign (97.8 m) which marks the dividing point of the Missouri and Mississippi watershed. Road is straight ahead, curving right and left (99.5 m), following ridge road.
- 105.2 8.2 End of road foot of hill; turn right with main travel, using caution for long winding upgrade running down long grade (106.2 m).
- 107.2 2.0 End of road; turn left, curving right, with road just beyond; straight ahead across iron bridge and RR., bearing right to center of
- 108.0 0.8 **GUTHRIE CENTER**, State and 5th Sts.—Times building on farther right.
- Turn right downgrade to
- 108.3 0.3 4-corners just before RR.; turn left, curving right with road just beyond and left away from tracks (109.0 m), turning right with main travel (109.5 m) and left at foot of grade.
- 110.2 1.9 Right-hand road—school on farther right; turn right.
- 110.4 0.2 Left-hand road immediately before RR.; turn left; follow winding but direct road.
- 111.6 1.2 Jog right across tracks and immediately left.
- 112.5 0.9 End of road; turn right short distance, then left. **Caution** for sharp left and right turns (113.4 m).
- 113.6 1.1 End of road; turn left away from tracks.
- 114.1 0.5 4-corners—cemetery on left; turn left, jogging left and right into
- 114.5 0.4 **MONTEITH**. Continue straight through downgrade, bearing left across RR. Road is straight ahead for little over 2 miles, then winding but direct.
- 117.5 3.0 End of road; turn right with main travel, avoiding road to the left (117.9 m); pass school (on left) just beyond. **Caution** for numerous sharp up and down grades with turns.
- 119.3 1.8 End of road; turn left, jogging right and left with road

Route 612

Omaha Section

- (120.0 m); straight ahead downgrade through **Dale City** (121.0 m).
- 121.3 2.0 Fork immediately beyond small wooden bridge; bear right, running upgrade; jog left and right around cemetery and left again to
- 122.4 1.1 Right-hand road; turn right.
- 123.9 1.5 Right-hand road—large tree on left; turn right.
- 124.7 0.8 End of road; turn left with main travel.
- 126.0 1.3 Jog left and right with road. **Caution** for steep downgrade (128.7 m).
- 129.1 3.1 End of road foot of grade; turn right, taking next left with main travel, straight ahead across Raccoon River and RR. to center of
- 130.0 0.9 **REDFIELD**—banks on diagonal corners. Turn left, running up long grade out of town.
- 130.4 0.4 Right-hand road; turn right, downgrade.
- 132.0 1.6 **Caution for sharp right and left turns** under RR., continuing straight ahead on direct road over rolling country.
- 137.2 5.2 Turn left with road, taking next right.
- 139.0 1.8 End of road; turn left, crossing RR., turning right with road just beyond, crossing another RR. to center of
- 140.4 1.4 **ADEL**—Court House on left. Continue straight ahead for 2 blocks beyond Court House (140.5 m); turn right and next left around lumber yard (140.7 m); jog right and left with main travel across long iron bridge, going straight ahead across RR. (142.4 m); running along tracks, follow same to small town of **Ontarionville** (143.6 m).
- 147.0 6.6 4-corners, edge of town; turn right curving left just beyond to center of
- 147.5 0.5 **WAUKEE**—Postoffice in small triangular park on right. Go straight ahead through town, jogging right and left with road (148.0 m).
- 148.2 0.7 End of road; turn right, curving left with road (148.7 m), across RR. (149.7 m).
- 151.0 2.8 Right-hand road at foot of grade; turn right, crossing RR. (151.6 m) to first
- 152.3 1.3 4-corners; turn left across RR. (153.2 m).
- 158.6 6.3 3-corners. Do not cross RR.; bear right along same, curving left with road across tracks (158.8 m), crossing trolley just beyond, running up long grade onto brick pavement (159.7 m); follow same between two parks on Grand Ave.; straight ahead.
- 162.9 4.3 **Fifth Ave.**; turn right 2 blocks to center of
- 163.0 0.1 **DES MOINES**, Walnut St. and Fifth Ave.

Iowa Auto & Supply Co., Fourth & Locust Sts.

Bernhard & Turner Auto C., 508 W. Seventh St.

Moyer Auto Co., 1118 Locust St., **Stock Michelin Tires.**

For city map, see page 938. For diverging routes, see Index map, page 917.

For through connections see Trunk-line Chart, front of book.

Route 613—Omaha to Lincoln—63.9 m.

Route map, page 987

Reverse route, No. 621

*(Via Louisville; first ten miles good macadam; rest of way fairly good dirt roads.)***MILEAGES**
Total Intermediate

(For this and optional exits, see Omaha city map, page 764.)

0.0	0.0	OMAHA , Farnum & 16th Sts. Start west on Farnum St., pass Court House (on left—0.1 m), running upgrade to
0.5	0.5	24th St. ; turn left with trolleys to irregular
0.8	0.3	4-corners at St. Mary St.; turn right on same to end at
1.0	0.2	27th St. ,—Academy building straight ahead; turn left 1 block to Leavenworth St., where turn right with trolleys
1.3	0.3	29th St. ; turn left on same with trolleys to
1.6	0.3	Poppleton Ave. ; turn right on same to
1.8	0.2	32nd St. ,—on edge of Central Park; jog right and immediately left around park, still on 32nd St., to
2.2	0.4	Lincoln Boulevard ; turn right, pass golf grounds (on right) just beyond; cross RR. (2.7 m) to
4.0	1.8	Fork,—saloon on right; bear left on good macadam, cross RRs. (4.4 m & 5.2 m) to
5.5	1.5	End of road; turn left upgrade to
5.7	0.2	Right-hand road; turn right, following macadam, to
10.6	4.9	4-corners; turn left with main travel, cross RR. (11.5 m), bearing right across small iron bridge (12.1 m) to center
12.4	1.8	MILLARD ,—macadam ends. Straight on, cross RR., bear left across iron bridge to
12.8	0.4	Right-hand road; turn right with telephone poles, upgrade, to
13.3	0.5	4-corners at top of hill; turn left and follow almost straight road south for about 11 miles; avoid all cross-roads; pass schoolhouse (17.2 m) and cemetery (20.8 m). Pass Springfield (21.6 m) $\frac{1}{4}$ mile (on left); straight on over wooden bridge just beyond to
24.1	10.8	End of road;—RR. on left. Turn right to first
24.6	0.5	Left-hand road; turn left, pass schoolhouse (on right), to
25.7	1.1	Fork; turn left across RR., and follow sandy road to long wooden bridge over North Platte River;
27.3	1.6	Straight on over bridge (tollgate on farther side—50c to 75c) to
28.2	0.9	Right-hand road just after RR. crossing; turn right, cross RR. to
28.4	0.2	End of road;—station on right; turn left on main street to center of
28.5	0.1	LOUISVILLE . Straight on to
28.7	0.2	Right-hand street; turn right, bearing left just beyond up winding grade;—road for a few miles has a number of turns, but is direct with telephone line to
32.0	3.3	4-corners; turn right up slight grade, pass brick church (on right) and cemetery (on left). Straight ahead for

Route 616

Omaha Section

- 13 miles, over rolling country; pass schoolhouse (33.4 m), cemetery and church (35.0 m); cross RR. (35.9 m); pass church (on right—36.8 m). Avoid main traveled road into **Greenwood** (on right—44.5 m); straight on to prominent
- 45.4 13.4 Left-hand road; turn left to first
- 46.4 1.0 Cross-road; turn right to
- 47.4 1.0 End of road; turn left and next right just beyond; bearing right across RR., and immediately left (48.6 m). Follow along RR. over iron bridge (48.7 m), to
- 49.7 2.3 End of road; turn left, to next
- 50.0 0.3 Right-hand road;—just before RR. crossing; turn right, jogging left and immediately right (51.1 m) to
- 51.5 1.5 **WAVERLY**,—station on left. Straight on along C. B. & Q. tracks, bearing left (53.5 m), cross iron bridge (56.2 m) to
- 57.4 5.9 End of road; turn left, across RR., to
- 57.8 0.4 Right-hand road; turn right, running direct into town of
- 58.4 0.6 **HAVELOCK**; bear left 1 block to center of town, meeting trolley. Turn right and go straight out of town to (trolley leaves to left—58.6 m)
- 58.8 0.4 Cross-road immediately after crossing RR.; turn left and follow along tracks, jogging left and immediately right (60.7 m); turning left across RR. (61.4 m), picking up trolleys just beyond; shortly running onto brick pavement, 27th St. Cross RR. (62.2 m) to
- 62.9 4.1 **"O" St.**; turn right on **"O" St.** with trolleys, cross RR. (station on right—63.4 m) to center of
- 63.9 1.0 **LINCOLN, NEB.**,—postoffice on right; 10th & **"O" Sts.**
- For city map, see page 1009. For diverging routes, see Index map, page 987.
For through connections see Trunk-line Index map, front of book.

Route 616—Omaha, Neb., to Sioux City, Iowa—109.2 m.

Route map, page 917

Reverse route, No. 573

Via Onawa; mostly over rolling country on fairly good dirt roads in dry weather; two or three miles of poor road before reaching River Sioux, which is bad in wet weather.

MILEAGES
Total Intermediate (For this and optional exits, see Omaha city map, page 989.)
0.0 0.0 **OMAHA**, Douglas & 16th Sts.

Start east on Douglas St., running onto western end of bridge over Missouri River (0.5 m)—toll 15c to 30c; cross bridge, keep straight ahead, running onto fine boulevard; cross RRs. (3.5 m & 4.0 m), follow Broadway straight to center of

4.5 4.5 **COUNCIL BLUFFS**, Broadway & Pearl Sts.

← Hopkins **ELECTRIC** Speedometer →

"No Flexible Shaft"

and

The Electrodrometer ← →

See page facing front cover

Built
rugged and strong.
Beautifully finished.

Only trip
odometer with-
out a flexible shaft.

Omaha Section

Route 616

- Straight through on Broadway, bearing left past iron watering-trough (4.7 m) to
- 5.5 1.0 Fork; small triangle; turn left, leaving trolley, follow direct road with double telephone line—(avoid road to the right—7.1 m) and road to the left (9.2 m). **Caution** for narrow cut through bluffs (11.7 m) to
- 12.5 7.0 **CRESCENT.** Continue straight through, with telephone
- 13.5 1.0 Fork; bear right—telephone line divides; follow direct road with 1 or 2 turns, cross iron bridge to
- 16.1 2.6 **REEL'S STORE** (on right); turn left,—telephone line divides; go upgrade, follow main traveled road down-grade (17.5 m), bearing right at foot of hill, past **Honey Creek** station (18.7 m). Road is direct along tracks, straight through **Loveland** (20.3 m); follow along foot of bluffs with telephone line, cross RR. (25.7 m), running over iron bridge (26.2 m), follow direct road across RR. (station on left—27.7 m) to
- 27.8 11.7 **MISSOURI VALLEY**, Erie & 6th Sts.
Route 611—Omaha to Cedar Rapids—leaves to right.
Turn left on Erie St., passing through business center to
- 28.2 0.4 **McGavren St.**,—RR. shops on left. Turn right to
- 28.5 0.3 End of street,—brick school straight ahead; jog left and immediately right around school. Straight on direct road —(avoiding all branch roads)—over iron bridge (29.0 m)
- 31.7 3.2 Fork; bear left over bridge,—avoid road to left—(32.4 m), cross iron bridge (32.8 m); turning left on main traveled road (33.3 m), pass school (33.5 m), turning right just beyond. Road for some distance is winding along the bluffs, but main travel all the way to
- 37.1 5.4 Left-hand road;—signboard on right; turn left, follow winding road to
- 39.9 2.8 Left-hand road; turn left to next
- 40.4 0.5 Right,—school on right; turn right, and left just beyond, to
- 43.4 3.0 Left-hand road, with travel, leading away from bluffs; turn left down slight grade and follow winding but direct road, rough in many places for about 3 miles,—cross iron bridge (44.0 m), cross RR. (45.1 m) to next
- 45.3 1.9 Right-hand road; turn right to next
- 45.8 0.5 Left-hand road; turn left with telephone poles, to
- 46.6 0.8 End of road; turn right to next
- 47.0 0.4 Left-hand road,—school on right; turn left,—road turns (47.4 m) and left (47.5 m), cross RR. (48.0 m) to first
- 48.3 1.3 Right-hand road; turn right and follow straight road to edge of
- 50.2 1.9 **RIVER SIOUX**,—center of town to the right; straight on, cross iron bridge (50.6 m) and long wooden bridge (51.7 m); follow along RR. to
- 53.0 2.8 Left-hand road; turn left away from RR. on winding road to

Route 616

Omaha Section

- 54.0 1.0 End of road; turn left and follow telephone poles;—road turns right (54.9 m), pass schools (56.3 m & 62.0 m) to
- 63.0 9.0 End of road; turn right across RR. and left immediately beyond; road is straight past school (64.2 m); cross RR. (65.5 m), bearing left around old RR. roundhouse, and right past cemetery (65.8 m) to first
- 66.0 3.0 Left-hand road; turn left across RR., and bear right with main travel past station, to principal street of
- 66.4 0.4 **ONAWA**,—pumping station on right. Turn left 2 blocks
- 66.5 0.1 4-corners; turn right, crossing RR.—(station on left—66.7 m). Road is direct, jogging right and left across RR. (67.9 m). Follow along tracks for some distance, bearing away from RR. (72.5 m) to first
- 73.3 6.8 Left-hand road; turn left and right along RR. (73.8 m) to end of road; at principal street of
- 74.4 1.1 **WHITING**. Turn left across RR.—(station on right). Straight through center of town, across iron bridge and wooden bridge (74.8 m) to
- 77.1 2.7 4-corners; turn right, away from telephone line, to
- 79.0 1.9 End of road; turn left with main travel, to first
- 79.8 0.8 Right-hand road; turn right, passing school (on left). Road turns left (80.1 m), passing lake (on left) and (right—80.8 m). Straight through all cross-roads, pass school (83.3 m), cross RR. (84.4 m), bear left to center of
- 85.1 5.3 **SLOAN**,—water-tank on left;—5-corners. Bear left on middle road with telephone line along RR. to
- 88.8 3.7 Cross-road, school on left; turn left around school, cross RR. (90.7 m) to
- 91.2 2.4 Cross-road;—school on left; turn right, shortly running along RR. Road is direct to
- 92.8 1.6 **SALIX**,—station on right. Straight on to
- 92.9 0.1 End of road; turn right, across RR. and immediately left along (95.5 m). Follow direct road past cemetery (96.3 m), along RR. for short distance (97.3 m), then right to
- 98.8 5.9 End of road; turn left and follow telephone line to next
- 99.3 0.5 Right-hand road; turn right with poles, cross RR. (100.0 m), bear left up slight grade (101.0 m). Avoid road to left (101.3 m), follow winding but direct road with telephone line, pass school (102.1 m), downgrade on Lakeport Ave. (104.8 m) to
- 105.4 6.1 **Morningside Ave.**—church straight ahead; turn left to
- 105.7 0.3 4-corners, meeting trolley; turn right still on Morningside Ave. around small triangle, passing college buildings (on left) to
- 106.7 1.0 Fork; turn left away from trolleys and at 5-corners just beyond (106.9 m) bear right on middle road, and also on middle road at second 5-corners (107.1 m), and left just beyond to top of hill.

Omaha Section

Route 618

- 107.3 0.6 Turn right downgrade, under RR. (107.7 m), cross iron bridge (107.8 m), bear left and immediately right to
- 107.9 0.6 **4th St.**,—Third Presbyterian Church on right. Turn left and follow trolleys across RR. (108.0 m), over RR. viaduct (108.6 m) to center of
- 109.2 1.3 **SIOUX CITY**, Pierce & 4th Sts.

The West Hotel. Bennett Auto Supply Co.

Interstate Auto & Supply Co., 609 Pierce St., Stock Michelin Tires.

For city map, see page 952. For diverging routes see Index map, page 917.

For through connections see Trunk-line Index map, front of book.

Route 618—Omaha, Neb., to Spirit Lake, Ia.—192.7 m.

Route map, page 917

Reverse route, No. 593

Via Denison and Storm Lake. Mostly good natural road, making a good trip in dry weather.

MILEAGES
Total Intermediate

(For this and optional exits, see Omaha city map, page 989.)

- 0.0 0.0 **OMAHA**, Douglas & 15th Sts.

For complete running directions on first part of this route see Route No. 611 to Denison and at that point set odometer at zero for following directions.

- 0.0 0.0 **DENISON**, Main & Broadway. Go ½ block north, ½ block west and diagonally northwest from center of town to

- 0.5 0.5 Illinois Central Depot,—RR. straight ahead; turn right along tracks to

- 1.0 0.5 Left-hand road, turn left across tracks to first

- 1.4 0.4 Cross-road; turn right and follow direct road along western side of C. & N. W. tracks.

- 7.0 5.6 Just after crossing bridge and going up slight grade, swing to the right and take first left turn, passing through

- 7.3 0.3 **DELOIT**,—business center to the right; straight on, pass church; road swings slightly left out of town,—avoid all cross-roads—to eastern edge of

Note—Roads a little hilly between Deloit and Kiron.

- 13.9 6.6 **KIRON**. Straight on to

- 16.9 3.0 4-corners; turn right to next

- 17.9 1.0 4-corners; turn left to

- 21.0 3.1 4-corners;—school on farther left-hand corner; turn right

- 22.0 1.0 4-corners; turn left 1 mile to

- 23.0 1.0 4-corners; turn right to

- 25.0 2.0 4-corners;—cemetery on left; turn left, cross RR. at

- 26.0 1.0 **ODEBOLT**. Straight on, pass church (on right—3.2 m) to

- 37.0 11.0 End of road; turn left—(avoid right-hand turn just beyond)—to

- 38.3 1.3 Right-hand road; turn right to next

- 39.3 1.0 4-corners; turn right to next

- 40.3 1.0 4-corners; turn left to

- 41.0 0.7 **SCHALER**. Straight on, cross RR., pass schoolhouses (on left, 42.3 m, 44.3 m & 46.3 m), to

Route 621

Lincoln Section

- 48.3 7.3 4-corners;—school on farther left-hand corner; turn right, pass school (on left—50.3 m) to next
- 50.8 2.5 Left-hand road; turn left to
- 52.8 2.0 End of road; turn right and then left with road, along shore of lake, turning left (53.7 m) to
- 53.8 1.0 End of road; turn right. Road is straight across RR. (54.6 m) to main street of
- 55.1 1.3 **STORM LAKE.**

Storm Lake Automobile Supply Co., Stock Michelin Tires.

Note—At this point intersect route No. 571, Sioux City-Ft. Dodge.

Turn left on Main St., crossing RR., and follow telephone line to

- 60.2 5.1 End of road; turn right to next
- 60.7 0.5 Cross-road; turn left with main travel, follow poles to
- 61.2 0.5 Right-hand road; turn right and follow main travel, turning left with same, pass church (61.5 m) to center of
- 61.6 0.4 **TRUESDALE.** Turn right to
- 61.7 0.1 Left-hand road just before RR.; turn left to
- 62.1 0.4 End of road; turn right, cross RR. to first
- 62.6 0.5 4-corners; turn left, meeting telephone line, pass schools (63.3 m, 65.5 m), cross RR. (67.8 m), pass town of Rembrandt (on right—69.0 m). Straight on, pass schoolhouse (69.5 m) to
- 71.5 8.9 4-corners; turn right to next
- 72.0 0.5 Left-hand road,—just after crossing RR.; turn left and follow direct road, bear left (72.7 m) down long heavy grade, running under RR. (73.4 m); jog right and then left (73.6 m) around white church to center of
- 74.1 2.1 **SIOUX RAPIDS;** 3-corners.

At this point Route No. 556 from Fort Dodge comes in from the right and goes straight ahead. For complete running directions rest of the way pick up same and follow to Spirit Lake.

Route 621—Lincoln to Omaha—63.9 m.

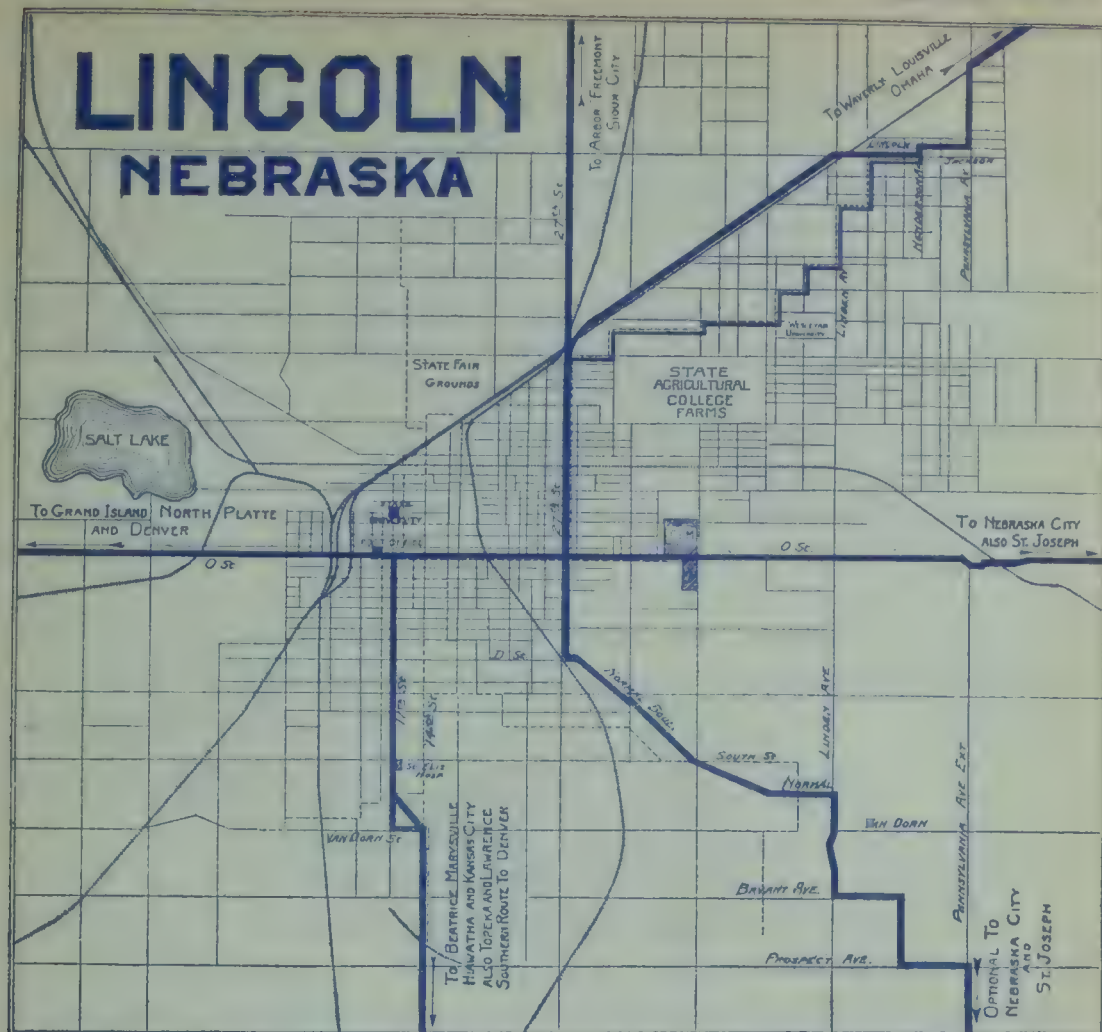
Route map, page 987

Reverse route, No. 613

Via LOUISVILLE; fair dirt road over slightly rolling country most of the way; last 12 miles from MILLARD, good macadam.

MILEAGES
Total Intermediate

- 0.0 0.0 **LINCOLN,**—10th & O Sts. Start east on O St., follow trolleys across RR. (0.5 m)—(station on left) to
- 1.0 1.0 27th St.—(trolleys go straight ahead and turn left); turn left, follow trolleys; cross RR. (1.7 m), turning right just after crossing RR. (2.5 m); follow along same to
- 3.2 2.2 End of road; turn left, and right just beyond, follow along close to tracks, to prominent
- 5.1 1.9 Cross-road; turn right, cross RR. to center of
- 5.4 0.3 **HAVELOCK.** Turn left 1 block, and then right, following main travel straight out of town, to
- 6.1 0.7 End of road; turn left, and immediately beyond RR. crossing, take



- | | | |
|------|------|--|
| 6.0 | 0.4 | Right-hand road; turn right, cross iron bridge (7.7 m)—road is close to Burlington tracks all the way to |
| 12.3 | 5.8 | WAVERLY. Straight on, pass station (on right) to |
| 12.8 | 0.5 | End of road; jog left and immediately right, still following along tracks, to |
| 13.9 | 1.1 | End of road; turn left, and next right (14.2 m); pass school (14.7 m), turning right and left across RR. (15.3 m) to |
| 16.3 | 2.4 | End of road; turn left, to |
| 16.5 | 0.2 | Right-hand road just beyond; turn right to next |
| 17.5 | 1.0 | 4-corners; turn left to |
| 18.5 | 1.0 | End of road; turn right—(passing town of Greenwood half mile to the left). Road is straight for over 13 miles; pass church (27.3 m) and (28.9 m), school (30.5 m) to |
| 31.9 | 13.4 | Cross-road, just after passing brick church (on left) and cemetery (on right); turn left on direct road, with a number of turns for about 3 miles, where |
| 33.5 | 1.6 | Jog right and immediately left, running down steep grade (34.4 m), turning right to |
| 35.2 | 1.7 | End of street; turn left to center of |
| 35.4 | 0.2 | LOUISVILLE. Straight on to |
| 35.5 | 0.1 | Right-hand road, just before RR. crossing—(station on left). Turn right to |
| 35.7 | 0.2 | End of road, just after crossing RR. Turn left, cross RR. to southern end of long wooden bridge over North Platte |

Route 623

Lincoln Section

- River (35.9 m—toll 50c), running off bridge at northern end (36.4 m); follow sandy road straight ahead, bearing right just after crossing RR. (37.9 m) to
- 39.1 3.4 End of road—(school on left). Turn right to next
- 39.7 0.6 Left-hand road, just before RR. crossing; turn left and follow almost straight road north, crossing numerous bridges; (pass town of **Springfield** $\frac{1}{4}$ mile to right—42.3 m). Jog right and immediately left, cross wooden bridge (43.7 m), pass school (46.7 m), straight on to prominent
- 50.6 10.9 Cross-road; turn right with telephone poles, downgrade, bearing left with poles at the bottom of grade; cross iron bridge (51.1 m) to center of
- 51.5 0.9 **MILLARD**—(station on right). Straight on, cross RR., running onto macadam, which follow, bearing left (51.8 m) to cross RR. (52.4 m) to
- 53.3 1.8 4-corners; turn right to
- 58.2 4.9 End of road; turn left, with macadam and poles to
- 58.4 0.2 Right-hand road at foot of grade; turn right, crossing RRs. (58.7 m & 59.5 m); bearing right past saloon (59.9 m), and running under RR. (61.2 m); pass golf grounds on Lincoln Ave. to end of same at
- 61.7 3.3 32nd St.—park straight ahead; turn left along edge of park, jogging right and immediately left (61.9 m), still on 32nd St., to
- 62.1 0.4 Poppleton St.; turn right to
- 62.3 0.2 29th St.; turn left—meeting trolleys, which follow to
- 62.6 0.3 Leavenworth St.; turn left with trolleys to
- 62.8 0.2 27th St.; turn left 1 short block to St. Mary's Ave. just beyond Academy Building (on left), where turn right to
- 63.1 0.3 24th St.; turn left, follow trolleys to
- 63.4 0.3 Farnum St.; turn right, downgrade, to center of
- 63.9 0.5 **OMAHA**—Farnam & 16th Sts.

New Henshaw Hotel, Fifteenth & Farnam Sts.

Hotel Rome, Fifteenth & Douglas Sts.

Guy L. Smith's Garage, 2205 Farnam St.

Electric Garage Co., 2216 Farnam St.

For city map, see page 989. For diverging routes, see **Index map**, page 917.

For through connections see **Trunk-line Index map**, front of book.

Route 623—Lincoln, Neb., to Kansas City, Mo.—247.2 m.

Route map, page 987

Reverse route, No. 653

Via Hiawatha and Atchison; over level country, mostly good dirt road all the way; last 30 miles macadam.

MILEAGES (For this and optional exits, see city map, page 1009.)

Total Intermediate

0.0 0.0 **LINCOLN**, 10th & O Sts. (Postoffice on left); go east 1 block on O St. to

0.1 0.1 **11th St.**; turn right on same, straight south, jogging left and immediately right past St. Elizabeth's Hospital (1.6 m) to

2.0 1.9 Cross road; turn left, bearing right with main travel, shortly running onto 14th St.; follow same south across RR. (3.0 m), past penitentiary and under RR. (4.3 m), across RR. (6.0 m & 6.4 m) to

- 8.0 6.0 End of road; turn right and left just beyond with telephone poles; cross RR. (12.1 m); pass church (on right—13.9 m) to
- 16.4 8.4 **PRINCETON** (small town); straight on across RR. (16.8 m); pass church (17.0 m) and schoolhouse (18.4 m) to eastern edge of
- 21.1 4.7 **CORTLAND** (center of town off to the right); straight on, bearing right across dangerous RR. crossing (22.1 m) and left just beyond; pass cemetery (22.3 m) and schoolhouse (24.3 m); cross iron bridge and RR. (25.3 m) to
- 29.7 8.6 End of road; turn right with telephone poles over long iron bridge (30.7 m) and cross RR. to center of
- 30.8 1.1 **PICKERELL**; straight on upgrade to
- 31.9 1.1 Prominent 4-corners; turn left with poles, passing schoolhouse (on left—32.7 m) to
- 33.7 1.8 End of road; jog right and next left; pass cemetery (36.8 m); cross RR. (38.5 m) onto 6th St., which follow to center of
- 39.5 5.8 **BEATRICE**, Court & 6th Sts. (hotel on right).
Wheaton Auto Co., Stock Michelin Tires.
Straight through on 6th St., with trolley; cross RR. (station on right—39.8 m), and just after iron bridge (40.1 m) bear left with telephone poles upgrade to
- 40.7 1.2 End of road; turn right on bridge over RR., and immediately left straight south with telephone line; pass schoolhouse (42.7 m), avoiding all cross-roads, to
- 48.0 7.3 Prominent 4-corners; turn left with poles; cross wooden bridge (50.2 m) and RR. track (52.0 m) into western edge of
- 52.5 4.5 **BLUE SPRINGS** (iron standpipe on left—center of town straight ahead); turn right, cross iron bridge and RR. (52.9 m) into
- 53.6 1.1 **WYMORE**; just before center of town, turn left; cross RR. (53.8 m) to next
- 54.1 0.5 4-corners; turn right, cross wooden bridge just beyond; pass schoolhouse (56.0 m), church (58.4 m) and schoolhouses (58.7 m & 61.1 m) to
- 62.3 8.2 End of road; turn left, using caution for deep ditch on side of road.
Note—This road is the dividing line between Nebraska and Kansas.
- 63.0 0.7 Right-hand road; turn right about 2 miles to
- 65.1 2.1 4-corners; turn left to
- 66.1 1.0 End of road; turn right and left just beyond; follow winding road over wooden bridge (66.9 m); cross long iron bridge (67.2 m) and RR. tracks at
- 67.3 1.2 **OKATO STATION** (on right); straight on up slight grade to
- 67.6 0.3 End of road; turn right, jogging left and immediately

- right through irregular 4-corners (71.8 m), shortly going up long grade to
- 73.7 6.1 4-corners; turn right to
- 74.7 1.0 End of road; turn left to
- 75.7 1.0 End of road; turn right 1 mile to
- 76.7 1.0 4-corners; turn left to
- 77.4 0.7 End of road; turn right, and left just beyond; straight ahead to end of street at
- 77.9 0.5 **MARYSVILLE** (center of town 2 blocks to right).
Grant Auto Co., Stock Michelin Tires.
Turn left and just beyond bear left and right up steep grade; pass iron standpipe; cross iron bridge (83.1 m) to
- 83.3 5.4 End of road; turn right, bearing left just beyond on winding road to edge of
- 84.2 0.9 **HONEY CITY** (church on left); straight ahead to first
- 84.3 0.1 4-corners; turn left, passing cemetery (85.0 m) to
- 85.2 0.9 4-corners; turn right, passing schoolhouse (on left—87.2 m); cross RR. (87.7 m) to
- 88.2 3.0 4-corners; turn left with main travel, crossing RR. (88.5 m) to first
- 88.7 0.5 Right-hand road after RR.; turn right, follow winding but direct road straight on; avoid 2 good roads leading to center of **BEATTIE** (90.5 m & 91.1 m); cross RR. (91.8 m) to
- 94.1 5.4 Fork; turn left with main travel to
- 94.5 0.4 End of road; turn right pass schoolhouse (on left—97.9 m; pass town of **Axtell** (on left—99.9 m); cross 2 RRs. (100.1 m & 100.3 m). **Caution** for bad wooden bridge (101.0 m); pass schoolhouse (102.9 m) to
- 103.8 9.3 Prominent cross-roads; turn right across small wooden bridge to edge of
- 105.7 1.9 **BAILEYVILLE** (school on right, center of town to right, RR. crossing straight ahead); turn left with telephone poles; cross wooden bridge (106.2 m), bearing slightly right (111.6 m) to
- 111.7 6.0 Right-hand road; turn right and next left to edge of town of Seneca. Best directions are to follow main travel, with right and left turns all the way into main street of
- Note—This town may be avoided by going straight ahead at (111.7 m), picking up route again at (113.1 m). Tourists will always find it better to follow main travel through town.
- 112.3 0.6 **SENECA**; turn left on Main St. through center of town, to
- 112.7 0.4 4-corners (opera house on left); turn left to
- 113.1 0.4 Cross-roads at edge of town; turn right with telephone low winding road across iron bridge (113.7 m) and RR. (114.0 m) to
- 114.5 1.4 4-corners; turn left with telephone line to line, jogging left and immediately right (114.3 m); fol-

Lincoln Section

Route 623

- 115.5 1.0 End of road; turn right, crossing RR. (116.1 m), over iron bridge (116.3 m), pass schoolhouses (on left—116.6 m & 116.8 m); follow winding but direct road to
- 119.4 3.9 Left-hand road (RR. crossing straight ahead); turn left to first
- 119.8 0.4 4-corners; turn right, past cemetery (120.3 m).
- 120.8 1.0 **ONEIDA**; turn left through center of town, upgrade to
- 121.1 0.3 4-corners; turn right, pass schoolhouse on left, to
- 121.3 0.2 End of road; jog right and left; follow direct road over rolling country across RR. (121.7 m); pass schoolhouse (124.1 m), to prominent
- 125.1 3.8 Cross-road (signboard on farther left-hand corner); turn left with poles, cross RR. (126.6 m); pass elevators (on left) to
- 127.1 2.0 4-corners; turn right with poles, cross RR. (127.9 m); jogging right and immediately left (129.7 m) to
- 130.1 3.0 4-corners; turn left across RR., and right just beyond to center of
- 130.5 0.4 **SABETHA**. Straight through to
- 131.1 0.6 Prominent right-hand road, on edge of town (white house on right-hand corner); turn right, pass cemetery just beyond, to
- 131.3 0.2 End of road; turn left to first
- 132.4 1.1 Cross-road; turn right, cross RR. (134.7 m) to next
- 135.3 2.9 4-corners; turn left, recrossing RR. (136.1 m) to
- 136.3 1.0 4-corners just after crossing RR.; turn right, cross RR. to first
- 137.3 1.0 4-corners; turn left under RR. (138.3 m), passing town of Fairview (on right—138.6 m). **Caution** for rock hills.
- 140.7 3.4 Left-hand road; turn left, bearing right over wooden bridge (141.0 m), and left just beyond; turn right (141.3 m); pass church and schoolhouse (143.0 m) and church (143.4 m); over rolling country; across RR. (148.7 m) to South 7th St. (stand-pipe on right).
- 148.8 8.1 **HIAWATHA**, Iowa & 7th Sts. (center of town 2 blocks to the left).
 Wolfey Auto Co., Oregon St.
 Adams Auto Company, 915 Oregon St., Stock Michelin Tires.
 Route No. 625 for St. Joseph, Mo. Leaves to the left.
 Tourists not wishing to go into town; go straight ahead past stand-pipe, to first
- 148.9 0.1 Right-hand road; turn right; pass schoolhouse (on left); cross RR. and iron bridge (149.6 m) to
- 151.3 2.4 Prominent cross-road (schoolhouse on right); turn left with telephone poles to first
- 151.8 0.5 4-corners; turn right (telephone line divides); bear left (153.1 m); cross iron bridge (153.4 m), over rolling country; pass schoolhouse (155.3 m) to
- 157.7 5.9 Left-hand road (RR. crossing just ahead); turn left, pass Willis (on right—158.9 m), straight on to

Route 623

Lincoln Section

- | | | |
|-------|-----|---|
| 162.5 | 4.8 | Prominent cross-road; turn right with main travel; cross RR. (163.7 m) to |
| 165.8 | 3.3 | Left-hand road; turn left to center of |
| 166.2 | 0.4 | EVERTS ; straight through to |
| 166.4 | 0.2 | 4-corners immediately after RR. (station on right); turn right; follow direct road with number of left and right turns to |
| 167.4 | 1.0 | 4-corners (RR. crossing straight ahead); turn left to first |
| 168.3 | 0.9 | 4-corners; turn right; cross RR. at Pierce Junction—station on left—to |
| 170.3 | 2.0 | 4-corners; turn left, cross RR. (station on left) to |
| 172.6 | 2.3 | HURON ; straight through to |
| 173.2 | 0.6 | 4-corners; turn right on poor road for short distance; cross RR. (175.6 m) to first |
| 177.2 | 4.0 | 4-corners; turn left to |
| 178.7 | 1.5 | Right-hand road (RR. just ahead); turn right along RR., bearing left (179.1 m) to town of |
| 179.6 | 0.9 | LANCASTER (church on left); turn right to |
| 180.1 | 0.5 | End of road; turn left, picking up telephone line just beyond; cross RR. (182.9 m); pass church (183.3 m) to |
| 187.7 | 7.6 | Diagonal 4-corners; turn right with main travel, passing amusement park (on left), downgrade, picking up trolley (188.5 m) and running onto Main St., which follow over RR. viaduct (189.8 m) to end of street at 5th St.. |
| 189.9 | 2.2 | ATCHISON —center of town 1 block to left.
Turn right past Missouri Pacific RR. offices; cross RR., turning right just beyond, 1 block on Utah Ave., to |
| 190.2 | 0.3 | 6th St.; turn left on same, running upgrade on brick pavement, bearing right (191.4 m) and then left down winding grade on good macadam to |
| 192.1 | 1.9 | Right-hand road—end of macadam; turn right, winding over steep hills, shortly running downgrade on valley road, which follow with telephone line to |
| 199.0 | 6.9 | End of road; turn right (telephone line leaves to left) to next |
| 199.5 | 0.5 | 4-corners; turn left to next |
| 200.5 | 1.0 | 4-corners; turn left with telephone line to |
| 201.5 | 1.0 | 4-corners; turn right across wooden bridge. |
| 202.0 | 0.5 | 4-corners; turn left—caution for bad ditch. |
| 203.0 | 1.0 | End of road; turn right, jogging left, and immediately right (203.5 m) to |
| 204.5 | 1.5 | End of road just after passing church; turn left to next |
| 204.9 | 0.4 | Right-hand road; turn right across RR. (205.8 m) to |
| 206.0 | 1.1 | Left-hand road; turn left with telephone poles to |
| 206.3 | 0.3 | LOVEMONT ; turn right around store, shortly running along RR. for short distance, bearing left around old stone house, downgrade (207.0 m); pass schoolhouse (207.5 m); cross RRs. (207.8 m & 208.2 m). Follow wind- |

Lincoln Section

Route 625

- ing but direct road with telephone poles; cross RR. (211.4 m), bearing right just beyond over iron bridge with poles, crossing 2 RRs. (213.2 m); up long steep grade just beyond; bear left, passing Federal Prison (on left), across RR. (214.5 m) to
- 215.0 8.7 **Broadway**—asphalt pavement; turn right on same to
- 215.6 0.6 **Shawnee St.**; turn left to center of
- 216.0 0.4 **LEAVENWORTH**, 6th & Shawnee Sts. (postoffice on farther left-hand corner); turn right, cross RR., pass schoolhouse (218.3 m), picking up trolleys just beyond—pavement ends at RR. crossing (218.4 m). Pass **Old Soldiers' Home** (219.5 m); cross RR. (220.6 m) to
- 220.8 4.8 **LANSING** (Kansas Penitentiary on left); straight on, cross RR. (222.0 m); pass schoolhouse (222.5 m) and church (226.1 m); cross RR. (228.0 m) to
- 228.2 7.4 4-corners just beyond RR.; turn left with telephone wires; pass schoolhouse (on left), cross RR. (229.7 m) to first
- 230.0 1.8 4-corners; turn right with telephone line, crossing RR. to
- 231.0 1.0 End of road; turn left, passing schoolhouse (232.7 m)—dangerous RR. crossing (233.1 m); running onto macadam at RR. (235.7 m). Follow macadam all the way to Kansas City, Kansas.
- 240.5 9.5 Fork; bear right with telephone poles on macadam, keeping right to
- 241.6 1.1 End of road; turn left, pass cemetery (on right) to
- 242.9 1.3 End of road; turn right, down slight grade to
- 243.0 0.1 **Minnesota Ave.** (meeting trolley); turn left on same, straight on to postoffice (on left) at
- 244.1 1.1 **KANSAS CITY, KANS.**; straight through to western end of Inter-city Viaduct.
- 244.5 0.4 Point of 5-streets; bear right on middle street with trolley lines, onto long iron bridge over Kansas River. At eastern edge run onto 6th St. (246.1 m); straight ahead on same to
- 246.5 2.0 **Wyandotte Ave.**; turn right 1 block to 7th St., where turn left for 4 blocks to
- 246.8 0.3 **Grand Ave.**; turn right, passing postoffice (on left) to center
- 247.2 0.4 **KANSAS CITY, MO.**, Grand Ave. & 12th St.

Inter State Garage, Locust & Eleventh Sts.

For city map, see page 1019. For diverging routes, see Index map, page 987.

For through connections see Trunk-line Index map, front of book.

Route 625—Lincoln, Neb., to St. Joseph, Mo.—190.8 m.

Route map, page 987

Reverse route, No. 631

Via Marysville and Hiawatha, Kans. Level country first part, rolling country from Marysville, over good dirt roads most of the way.

MILEAGES

Total Intermediate

0.0 0.0 **LINCOLN**, 11th & O Sts.

For the larger part of this route, as far as Hiawatha, see Route No. 623—"Lincoln to Kansas City." Instead

Route 625

Lincoln Section

of going on past stand-pipe, at (148.8 m), turn left on 7th St. to center of

149.1 149.1 **HIAWATHA, KAN.**, Oregon & 7th Sts.—Court House on right.

Wolfley Auto Co., Oregon St.

Adams Auto Company, 915 Oregon St., Stock Michelin Tires.

Turn right on Oregon St., around Court House, to

149.4 0.3 12th St.; turn left 2 blocks to

149.6 0.2 4-corners; turn right and follow almost straight road over rolling country, past schools (151.7 m, 154.6 m, 158.5 m & 160.4 m) to

162.3 12.7 End of road; turn left to next

162.5 0.2 Right-hand road; turn right to center of

163.4 0.9 **HIGHLAND.** Straight through, avoiding road to right (163.7 m) over iron bridge (164.1 m). **Caution** for bad downgrade (164.4 m).

164.5 1.1 End of road; jog left and immediately right; follow direct road past church (on right—167.1 m), cross RR. and wooden bridge (167.6 m), bearing right over iron bridge (167.9 m) to

169.8 5.3 **MANNING.** Straight through, on winding road along RR. to

172.6 2.8 End of road; turn left, away from RR., to first

173.4 0.8 4-corners; turn right to next

174.4 1.0 4-corners; **caution** for sharp turn; turn left, picking up telephone line; over iron bridge (174.6 m & 174.8 m); follow winding valley road to

175.8 1.4 End of street; turn right to center of

176.0 0.2 **TROY.** Turn left on near side of Court House—**caution** for bad RR. crossing (176.6 m); road bears left along RR. tracks, crossing same (177.0 m & 177.7 m); jog right and left (178.3 m), cross RR. (178.8 m).

180.9 4.9 **BLAIR**; straight through to

181.3 0.4 End of road; turn right, shortly bearing left with road and right (182.0 m) to

183.0 1.7 End of road; turn right and follow direct but winding road to

183.8 0.8 End of road; turn right and then left (184.1 m)—avoid road to left at (184.2 m); road turns left at (184.3 m).

184.4 0.6 4-corners; turn right to center of

184.6 0.2 **WATHENA**—4-corners—turn left and follow telephone wires on direct road to

187.0 2.4 Left-hand road (RR. straight ahead); turn left with poles, follow same past school (188.2 m), bearing right and left along RR. (189.0 m) to long iron bridge over Missouri River (toll 25c); cross bridge to end at

189.8 2.8 4th St.; turn left on brick across RR. (190.0 m) to

190.7 0.9 Francis St.; turn right to center of

190.8 0.1 **ST. JOSEPH**, Francis & 4th Sts.

For diverging routes, see Index map, page 987.

Route 631—St. Joseph, Mo., to Lincoln, Neb.—190.8 m.

Route map, page 987

Reverse route, No. 625

Via **HIAWATHA** and **MARYSVILLE**, KANS. First 10 or 15 miles over very rolling country on winding dirt road; rest of the way is largely well traveled and main road; good in dry weather. **CAUTION** should be used for some rocky hills between Hiawatha and Marysville.

MILEAGES

Total Intermediate

0.0	0.0	ST. JOSEPH , 5th & Frances Sts. Go west 1 block on Frances St., to
0.1	0.1	4th St.; turn left on same, cross RR. (0.8 m) to western end of bridge over Missouri River.
1.0	0.9	Turn right onto bridge (toll 25c), cross bridge and follow along RR. for a short distance, bearing away from same (1.8 m); follow telephone poles, pass schoolhouse (2.6 m), on main-traveled road to
3.8	2.8	End of same; turn right, follow poles to center of
6.2	2.4	WATHENA —4-corners—turn right to
6.4	0.2	4-corners; turn left, follow a road with many turns, but main travel all the way to
7.0	0.6	Left-hand road; turn left, on winding road to
7.8	0.8	Left-hand road; turn left, avoiding road to right (8.2 m); follow main travel to
9.1	1.3	Left-hand road; turn left, straight on through
9.5	0.4	BLAIR ; over 2 iron bridges (11.3 m); cross RR. (12.0 m), shortly running along RR.; bear left across same (13.1 m) and recross RR. (13.8 m); bear right across second RR. up slight grade to center of
14.8	5.3	TROY (Court House on left); turn right at farther side of square to
15.0	0.2	Left-hand road; turn left, downgrade; cross bad wooden bridges (15.3 m); follow poles on winding road to
16.4	1.4	4-corners; turn right—Caution for sharp turn—to next.
17.4	1.0	4-corners; turn left to
18.2	0.8	Right-hand road, just before RR. crossing; turn right, follow along RR. through Manning (21.0 m); bear right across iron bridge (22.9 m), cross RR. (23.2 m).
26.3	8.1	End of road; jog left and immediately right, upgrade; road is straight to center of
27.4	1.1	HIGHLAND ; straight through to
28.3	0.9	End of street; turn left a short distance to next
28.5	0.2	Right-hand road; turn right and follow almost straight road for nearly 13 miles; pass schoolhouses (30.4 m, 32.3 m, 36.2 m & 39.1 m), becoming Miami St., which follow to
41.2	12.7	12th St., on edge of town; turn left 2 blocks to
41.4	0.2	Oregon St.; turn right to center of
41.7	0.3	HIAWATHA (Court House on left), Oregon & 7th Sts.

Wolfley Auto Co., Oregon St.

Adams Auto Company, 915 Oregon St., Stock Michelin Tires.

Turn left on 7th St. to end of same, at Iowa St., where route No. 653, Kansas to Lincoln, Neb., is met and followed the rest of distance. See page 1030.

Route 633—St. Joseph to Kansas City, Mo.—84.9 m.

Route map, page 987

Reverse route, No. 655

Via Atchison and Leavenworth, Kans. First part, to Atchison, over hilly but fair dirt road; some pretty bad spots—road is narrow. Atchison to Kansas City; good dirt road and macadam most all the way.

MILEAGES

Total Intermediate

0.0	0.0	ST. JOSEPH , Francis & 5th Sts. Go west 1 block on Francis St. to
0.1	0.1	4th St.; turn left, following same across RRs. (0.7 m & 1.0 m) to end at
1.8	1.7	Atchison St.; turn left, pass gas tanks (on right); cross RR. to end of street at
2.0	0.2	6th st.; turn right, meeting trolley; follow same over RR. viaduct (2.3 m), same street becoming King Hill Ave., which follow to center of
3.3	1.3	SOUTH ST. JOSEPH . Straight through (trolleys leave to the right—3.7 m); pass schoolhouse (on left—6.1 m); follow telephone line on macadam road, bearing left downgrade (6.8 m) to end of macadam; use caution for bad holes and washouts; follow telephone line to
8.1	4.8	End of road; turn right with poles, follow same across 2 iron bridges (8.5 m & 8.7 m), to
9.1	1.0	End of road; turn left, follow winding road.
13.1	4.0	End of road; turn left over small iron bridge to next
13.9	0.8	Right-hand road; turn right, follow winding but direct road over very rolling country to
15.2	1.3	Narrow left-hand road; turn left to 4-corners—church on farther left-hand corner, park on right.
15.6	0.4	DE KALB . Turn right, straight out of town past church and cemetery (15.8 m) turning left across RR. (15.9 m)
16.0	0.4	Cross-road; turn right, follow direct road over rolling country; cross iron bridge, pass schoolhouse (67.8 m), bearing right, cross RR., and immediately left (20.6 m) to center of
21.1	5.1	RUSHVILLE . Straight through, bearing left on edge of town; cross iron bridge and RR.; follow telephone line to
23.5	2.4	Prominent right-hand road; turn right with poles, cross RR. Caution for some sandy spots. Cross RR. (25.0 m) to
26.8	3.3	End of road; turn right, crossing 2 RRs. at Winthrop station; bear left across long iron bridge over Missouri River to end of street at
27.4	0.6	2nd St.; turn right 2 blocks to
27.5	0.1	Commercial St.; turn left with trolley line to center of
27.7	0.2	ATCHISON , 5th & Commercial Sts.

See Route No. 623—"Lincoln to Kansas City" for remaining part of this route to Kansas City.

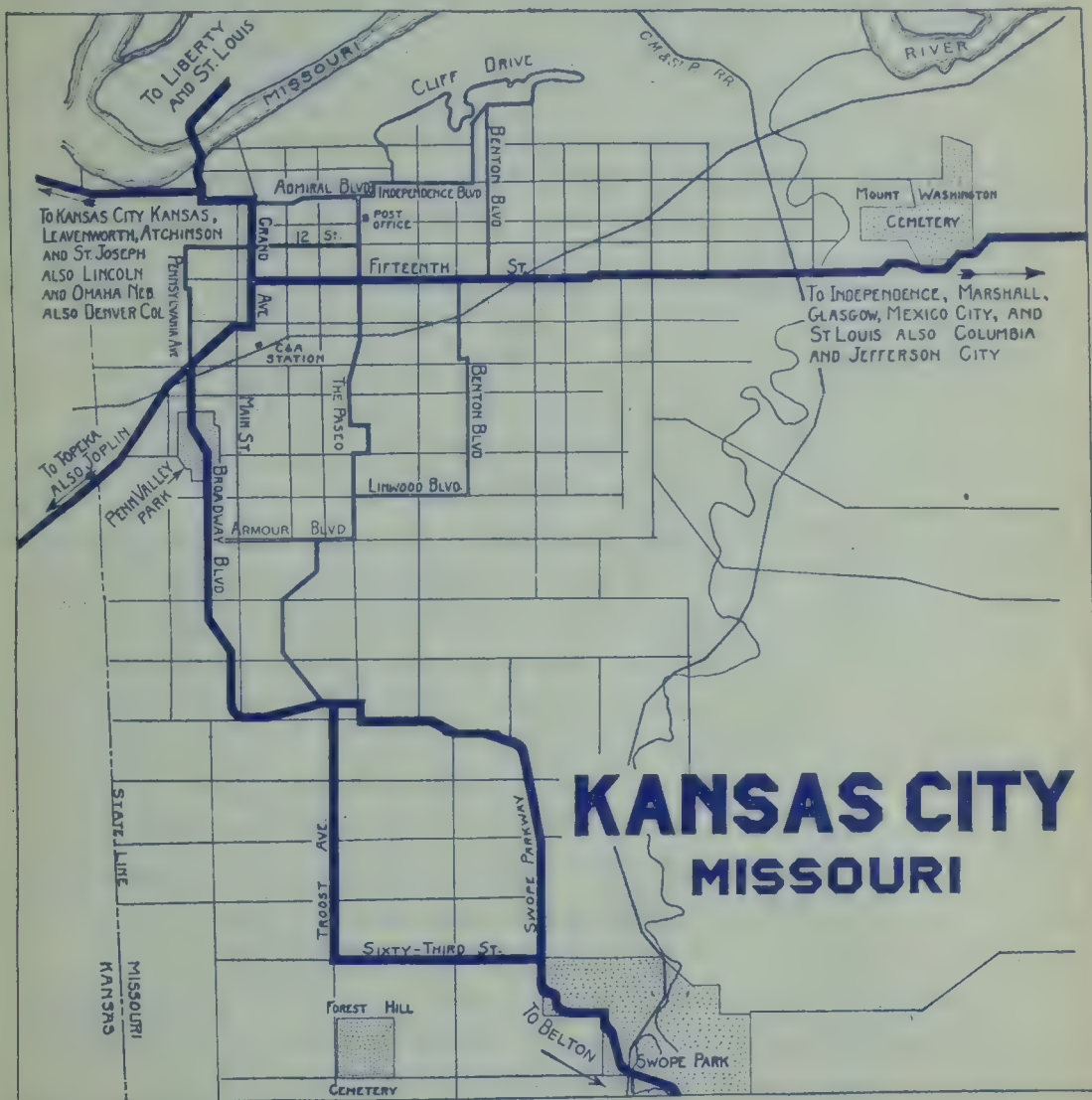
At center of Atchison, turn left on 5th St. for 2 blocks, turning right on Utah St. with the through route.

KANSAS CITY SECTION

ROUTES 651 TO 660.

Route Center—Intersection of Grand avenue and Twelfth street has been taken as a starting point of all routes out of Kansas City, as it is convenient to hotels and is practically the heart of the city.

Points of Interest—**Kansas City** is the second city of Missouri and lies on the south bank of the Missouri River just below the junction of the Kansas River. As late as 1865 it numbered less than 4,000 inhabitants, but due to its commanding location as a railroad center, it has grown to be one of the most important distributing points in the West. The industries connected with the stockyards and packing houses are the second largest in the country, with an annual pro-



Largest
Finest

GARAGE

In The
West

P. P. COVERT, Proprietor

2 Blocks from Center of City

Close to Best Hotels, Theatrical and Shopping District

Storage, Supplies, Machine Shop

Cor. 11th &
Locust Sts.

Kansas City, Mo.

Both Phones
Main 2655

Route 651

Kansas City Section

duction of products worth over \$100,000,000. Among the attractive features of the extensive system of parks and boulevards (over fifty miles) are the Paseo, Swope and Penn Valley Parks. Cliff Drive in the northeastern part of the city is the most attractive part of the whole boulevard system. It is a winding, rolling macadamized roadway, cut out of the hillside overlooking what is know as the "north bottoms." Traffic is allowed to go only in one direction on the Cliff Drive, everyone traveling from east to west.

Route 651—Kansas City to St. Louis—310.5 m.

Route map, page 1021

Reverse route, No. 603

Via Marshall and Glasgow; first 30 and last 20 miles macadam, rest of way mostly rolling, only fair dirt and clay roads. About 2 miles of sand in Mo. River bottoms just before reaching Glasgow. Caution should be used on all bridges.

Note—Although this route goes through a very poor automobile territory and details of the route have not been generally known to this time, a great deal of travel takes place between these two cities and in dry weather the tourist will have no trouble; but caution should should always be used for bridges, as most of them are in bad condition. The only suitable night stops are at Marshall and Mexico.

MILEAGES Total Intermediate

0.0	0.0	KANSAS CITY , Grand Ave & 12th St. Go south on Grand Ave. 3 blocks to
0.3	0.3	15th St. ; turn left with trolleys, follow same straight east, passing park (on right—1.2 m); cross RR. (2.4 m); bear slightly left, still on 15th St. (3.0 m), running down-grade (4.7 m), cross RR. at
4.7	4.4	CENTROPOLIS STATION . Straight on across RR. and iron bridge (4.9 m), shortly bearing slightly left and right up long grade, under large stone bridge (5.8 m), and down grade across trolley at Evanston Park station (6.6 m); cross RRs. (6.8 m & 7.2 m) on West Blue Ave., following same to
8.5	3.8	4-corners; turn right on River Boulevard to next left, just beyond where turn left on Maple Ave. to
9.2	0.7	INDEPENDENCE (Court House on right); turn right on farther side of Court House on South Main St., crossing RR. (9.5 m) to prominent
10.1	0.9	4-corners; turn left on Alton Ave.—with good macadam—straight ahead to second macadam road (on the right).
12.2	2.1	Right-hand road; turn right, following macadam with numerous left and right turns over rolling country, with telephone poles; turning left around church (13.8 m), jog right and left across bridge (15.3 m) to
15.6	3.4	Right-hand road; turn right with macadam; pass iron watering trough, to
18.0	2.4	Fork; turn left with poles, still following winding but direct road on good macadam, to northern edge of
20.1	2.1	BLUE SPRINGS , left hand road; turn left (road straight ahead leads into town). Straight on; pass schoolhouse (21.3 m), follow jog in road (21.4 m & 21.7 m); cross iron bridge (22.5 m) to
24.6	4.5	4-corners; turn right, pass schoolhouse (on right) to



- 25.1 0.5 **GRAIN VALLEY**; straight ahead, crossing RR. to first
- 26.1 1.0 Left-hand road; turn left on stone road, crossing small iron bridge (26.6 m), curving right and sharp left up-grade (28.8 m); follow winding road to
- 29.9 3.8 End of road; turn left on dirt road to center of
- 30.2 0.3 **OAK GROVE** (brick bank on farther right-hand corner). Turn right, bearing left with road (31.1 m), crossing small wooden bridge (31.5 m); road has some turns.
- 33.7 3.5 End of road; turn left; use **caution** for dangerous RR. (34.3 m); pass **Bates City** (on right) to
- 34.7 1.0 End of road; turn right, meeting telephone line; turning right across RR. and sharp left (36.5 m); cross iron bridge (36.8 m) and follow winding road, bearing left across RR. (37.2 m) and turning left (37.8 m), and then right (38.1 m) to
- 38.5 3.8 End of road; turn left to next
- 38.7 0.2 Right-hand road; turn right to
- 39.2 0.5 End of road; turn right and left with road (39.5 m) to
- 40.5 1.3 End of road; turn right to
- 41.0 0.5 End of road; turn left with telephone wires, to
- 41.6 0.6 Right-hand road, where main travel turns; turn right and left just beyond, crossing RR. (41.8 m) to center of
- 41.9 0.3 **ODESSA** (bank on right). Turn left 2 blocks to
- 42.0 0.1 4-corners (RR. station on left); turn right around small hotel, jogging right, and immediately left (42.9 m) to
- 43.5 1.5 Left-hand road (cemetery straight ahead); turn left, pass cemetery (on right); cross RR. (44.5 m); pass schoolhouse (44.6 m) to first
- 44.9 1.4 Cross-road; turn right, cross RR. (46.1 m), with tele-phone line to
- 46.8 1.9 4-corners (school on left); turn left over RR. bridge (47.4 m) to
- 47.8 1.0 End of road; turn right, bearing left away from RR. (48.3 m) to
- 48.8 1.0 End of road; turn right and follow road with left and right turn, crossing RR. (49.4 m) to
- 50.2 1.4 End of road; turn left up slight grade, across RR. (50.7 m) to first

Route 651**Kansas City Section**

- 51.2 1.0 Right-hand road; turn right across RR. at
- 51.9 0.7 **MAYVIEW STATION.** Straight on for 5 miles, with telephone line to prominent.
- 57.0 5.1 4-corners; turn left with poles, cross RR. (57.3 m)—coal mine to the right—bear right across RR. (57.9 m) and keep right to
- 58.3 1.3 Fair Grounds; turn left, and then right around same to
- 59.4 1.1 End of street (church straight ahead); turn left across RR. (station on right), onto Main St. of
- 59.6 0.2 **HIGGINSVILLE** (City Hall on left); straight on for 3 blocks to
- 59.9 0.3 4-corners (large brick church on left-hand corner); turn right, cross RR. and jog left and right (60.5 m); then right and left (60.7 m), crossing RR. just beyond; pass cemetery (61.2 m) to
- 63.9 4.0 4-corners; turn left with poles; cross RR. (65.2 m) to
- 65.3 1.4 **CORDER.** Straight through to
- 65.9 0.6 Cross-road just north of town; turn right with telephone line, following almost straight road for 13 miles. pass schoolhouse and cemetery (on left—70.0 m)—avoid right-hand road into town of **Alma** (70.9 m), pass cemetery (72.2 m), cross RR. (72.5 m) to northern edge of
- 74.2 8.3 **BLACKBURN.** Straight on, up fairly steep grade (74.7 m); jog right and immediately left with poles (75.4 m)
- 78.9 4.7 Left-hand road after schoolhouse; turn left with telephone poles, over RR. bridge (80.5 m) to
- 80.6 1.7 **MT. LEONARD.** Straight through to
- 80.9 0.3 Right-hand road (schoolhouse on right); turn right around schoolhouse, jogging right and left (81.6 m), pass church and cemetery (83.3 m), turning right with road (84.7 m) to next
- 85.2 4.3 Left-hand road; turn left, passing town of **Schackleford** (on right—86.4 m); straight on, using caution for several bad wooden bridges; cross RR. (88.1 m) to prominent
- 91.1 5.9 Cross-road, where travel turns; turn left and right (91.3 m); follow main travel into town, jogging left, and immediately right (91.6 m) to center of
- 92.0 0.9 **MARSHALL** (Court House on left); turn left on farther side of Court House; cross RR. (92.2 m & 92.4 m) to
- 92.6 0.6 End of road; turn right; cross RR. (92.7 m) to
- 93.1 0.5 End of road (hospital straight ahead); turn left, jog right and left around cemetery (93.3 m) to
- 94.2 1.1 End of road; turn right, down rough grade, bearing left with road across RR. (94.9 m) over iron bridge just beyond, turning right (95.4 m) to
- 95.9 1.7 End of road; turn left and next right, just beyond, to
- 96.9 1.0 End of road; turn left and right (97.8 m), bearing left (98.0 m) to

- 98.8 1.9 Right-hand road; turn right to prominent
- 102.1 3.3 Left-hand road (old shed on right); turn left, follow direct road with 1 or 2 turns to
- 104.7 2.6 Right-hand road immediately after RR. crossing; turn right to
- 105.1 0.4 Left-hand street (RR. station on right); turn left to center of
- 105.2 0.1 **SLATER.** Straight through 2 blocks to
- 105.3 0.1 4-corners (church on right); straight out of town, bearing left away from RR. (106.1 m) to
- 106.6 1.3 Right-hand road; turn right, cross RR. (107.3 m) to
- 107.5 0.9 End of road; turn left and right along RR. for short distance, passing **Gilliam** (108.7 m—on left), straight on to
- 110.0 2.5 Right-hand road; turn right with telephone line; follow winding road, bear left up sharp grade (111.5 m), pass schoolhouses (112.1 m) to
- 112.7 2.7 End of road; jog left and immediately right, cross small iron bridge, running onto road in river bottoms. (**Caution** should be used here, and no attempt made to drive fast for over 4 miles.) Road jogs right and then left (114.5 m) to
- 114.9 2.2 Right-hand road; turn right on sandy strip—fairly heavy in dry weather—to
- 115.4 0.5 4-corners (school on farther right-hand corner); turn left with poles to
- 116.9 1.5 End of road; turn left, passing church and school, to
- 117.2 0.3 Right-hand road; turn right around church and follow direct road bearing left (118.2 m), under RR. (118.7 m), cross short strip of sand to
- 118.8 1.6 Ferry across Missouri River.
- Note**—Facilities for crossing are very poor and tourists going eastward will probably have to call across the river and 1 of 2 small ferries will come over; ferry charges \$1.00.
- Leaving ferry, bear right up steep grade, across RR.
- 119.0 0.2 End of street; turn left into center of
- 119.2 0.2 **GLASGOW,** 4-corners (hotel on right). Turn right up grade to
- 119.4 0.2 4-corners; turn left with main travel; follow winding but direct road across RR. (122.4 m). **Caution** for rocky hill (123.1 m) to
- 124.3 4.9 Left-hand road; turn left across RR. (124.5 m) to first
- 124.6 0.3 Right-hand road; turn right shortly, running down-grade into winding valley road, crossing iron bridge (125.8 m & 126.2 m) to
- 128.6 4.0 Left-hand street; turn left and next right to center of
- 128.7 0.1 **ARMSTRONG.** Turn left to
- 128.9 0.2 Street on farther side of school; turn right around school to
- 129.0 0.1 End of road; turn left to prominent

Route 651

Kansas City Section

- 130.9 1.9 Cross-road (large white barn on farther left-hand corner); turn right, jogging left and right (133.4 m) to
- 133.9 3.0 End of road; turn right, cross RR., and left immediately beyond; follow along RR. to
- 135.6 1.7 End of road; turn left, cross RR. to next
- 135.8 0.2 4-corners; turn right to
- 136.0 0.2 **YATES**. Straight through; cross RR. (136.4 m), jogging right and immediately left (137.2 m), bearing left away from RR. (139.2 m) to
- 139.9 3.9 Right-hand road; turn right 1 mile to
- 140.9 1.0 Right-hand road; turn right to first
- 141.3 0.4 Cross-road; turn left across RR. (station on right), and immediately right to next
- 141.4 0.1 Cross-street; turn left to center of
- 141.7 0.3 **HIGBEE**, 4-corners. Turn right 1 block across RR., where turn left on road, crossing fields, bearing left (142.0 m) to
- 142.3 0.6 End of road; turn left over RR. bridge; turn right with road (142.5 m) and follow winding road through woods down steep grade, across iron bridge (143.4 m) with bad approach; upgrade, bearing left at top around abandoned mining settlement; follow direct road with numerous turns, to
- 145.6 3.3 End of road; turn left and right (146.1 m) to
- 146.3 0.7 Left-hand road; turn left to
- 147.2 0.9 End of road; turn right with telephone poles to first
- 147.5 0.3 Left-hand road; turn left to first
- 148.7 1.2 Right-hand road; turn right, follow direct road, cross RR. (150.5 m), turning left across RR. (150.6 m) to
- 150.7 2.0 **RENICK**. Turn right along RR., bearing left away from tracks (151.7 m), crossing same (152.2 m) to
- 152.4 1.7 Fork; turn left, bearing right (153.1 m) to
- 153.5 1.1 Cross-road,—school on right; turn left and next right just before crossing RR., turning left (154.2 m) and cross RR. (154.8 m). Road turns to the right (156.4 m) straight on across RR. at
- 158.0 4.5 **CLARKE**. Straight through to
- 158.6 0.6 Left-hand road; turn left with telephone line, cross RR. (159.1 m) to
- 160.1 1.5 Right-hand road,—avoiding second RR. crossing straight ahead. Turn right with poles, jog left (160.4 m) and right (160.7 m), then left (161.0 m) to
- 161.8 1.7 End of road; turn right, follow poles to
- 163.0 1.2 End of road; turn left. Road is straight ahead for 14 miles. Avoid roads into Sturgeon (163.4 m & 163.9 m). Cross RR. (166.5 m) and pass road leading to Centralia 2 miles to the right (170.9 m). Straight to
- 177.6 14.6 End of road; turn right to
- 178.1 0.5 End of road; turn left to prominent

Kansas City Section**Route 651**

- 179.6 1.5 Right-hand road; turn right through small valley to
- 182.6 3.0 End of road;—at **Thompson Station** straight ahead; turn left along RR. with telephone poles to
- 183.9 1.3 End of road; turn left, turning right with road just after church (184.1 m). Follow telephone poles, bear right across iron bridge (187.1 m) and left to
- 187.8 3.9 Irregular 4-corners; bear left to
- 188.3 0.5 End of road; turn right 3 blocks to
- 188.6 0.3 4-corners; turn left to center of
- 188.9 0.3 **MEXICO**,—Court House on right.
Turn right, pass Court House (on left) to
- 189.1 0.2 End of street,—livery stable straight ahead; turn left, follow direct road out of town, bearing slightly right and then left, cross iron bridge (189.9 m), under RR. (190.0 m), pass schoolhouse (192.1 m), cross RR. (193.6 m), pass church (197.7 m) and schoolhouse (201.2 m) to first
- 201.7 12.6 4-corners; turn right with telephone poles, cross RR. (205.1 m)—(station short distance to the right), to first
- 205.7 4.0 Left-hand road,—second RR. short distance ahead; turn left through northern edge of
- 205.9 0.2 **MARTINSBURG**, pass large white church (on left) to
- 206.2 0.3 End of road; turn left and next right, following telephone line across RR. (206.7 m) to
- 207.0 0.8 End of road; turn right and next left, following poles to
- 208.0 1.0 End of road; turn right to next
- 208.3 0.3 Left-hand road,—RR. crossing straight ahead;—turn left, following telephone line, to
- 210.7 2.4 Prominent 4-corners; turn right with telephone wires, cross RR.—(station on right—211.9 m) to
- 212.4 1.7 Fork; bear left, jogging left and immediately right to main street of
- 212.7 0.3 **WELLSVILLE**. Turn left, going straight through center of town, pass cemetery (on right—213.8 m) to
- 214.1 1.4 Prominent right-hand road; turn right, follow poles
- 216.7 2.6 End of road; jog right and immediately left across RR. to
- 217.2 0.5 End of road; turn left and right just beyond along RR., following telephone line to
- 218.8 1.6 Prominent left-hand road; turn left with main travel, leaving telephone line, pass RR. (219.6 m) to
- 219.8 1.0 End of road; turn right, bearing left just beyond, and right with road (220.2 m), passing Montgomery County Fairgrounds $\frac{1}{4}$ mile to the left, to
- 221.0 1.2 Left-hand road,—RR. crossing straight ahead; turn left along tracks, to
- 221.9 0.9 **MONTGOMERY**,—business center 1 block to the left. Straight on along tracks to
- 222.8 0.9 Fork; bear left, away from RR., to first
- 223.2 0.4 Right-hand road; turn right shortly, running along RR. again for short distance, and follow winding road, turning away from RR. (225.6 m) to

Route 651

Kansas City Section

- | | | |
|-------|-----|--|
| 226.9 | 3.7 | Right-hand road; turn right to |
| 228.4 | 1.5 | Left-hand road; turn left to |
| 228.6 | 0.2 | 4-corners just beyond,—church on left; turn right across RR. to principal street of |
| 228.8 | 0.2 | NEW FLORENCE. Turn left along RR., passing station (on left), bearing right away from tracks (229.4 m) to |
| 229.9 | 1.1 | End of road; turn left with heavy telephone line to |
| 233.4 | 3.5 | HIGH HILL. Straight through, jog left and immediately right (234.2 m) to |
| 234.7 | 1.3 | End of road; turn left across RR. and immediately right with poles, jog right and immediately left (237.4 m) |
| 237.8 | 3.1 | JONESBURG. Straight through with telephone line,—avoiding all intersecting roads,—bear right straight through irregular 4-corners (242.4 m), and left with telephone poles (243.3 m); follow winding road over rolling country, cross RR. bridge (245.9 m), bearing left up steep grade, pass cemetery at top (246.3 m). Caution for winding downgrade across iron bridge (246.9 m) to center of |
| 247.1 | 9.3 | WARRENTON, Court House on right. Straight through, passing college buildings (247.6 m), picking up telephone line just beyond, pass Truesdale station (on left—248.1 m); follow telephone line past school (249.7 m) to |
| 251.7 | 4.6 | Left-hand road; turn left, follow winding but direct road, cross RR. (254.0 m) to |
| 254.2 | 2.5 | Cross-road just beyond,—schoolhouse on farther left-hand corner; turn right with poles, pass fair grounds (255.0 m) |
| 255.5 | 1.3 | WRIGHT. Straight through to |
| 255.7 | 0.2 | End of road; turn right, cross RR. and immediately left, following winding road to |
| 256.8 | 1.1 | End of road; turn right away from RR., bearing left on winding road just beyond. Avoid right-hand road across iron bridge (257.5 m). Turn left (257.8 m), follow a direct road with some turns, pass schoolhouse (258.6 m) to |
| 259.1 | 2.3 | End of road; turn left across RR. and immediately right along tracks to |
| 259.9 | 0.8 | Left-hand road,—RR. crossing straight ahead; turn left along RR.,—pass Forrestell Station (on right—260.1 m)—bearing left just beyond; pass church (on right) and school (on left—260.4 m), picking up telephone poles again; follow same to |
| 262.2 | 2.3 | End of road; turn left, bearing right just beyond, to |
| 263.3 | 1.1 | End of road; turn right just before RR. crossing straight |
| 263.7 | 0.4 | Left-hand road; turn left and follow telephone poles on winding road past school (265.0 m) to |
| 266.6 | 2.9 | WENTZVILLE. Straight through to |
| 267.0 | 0.4 | End of road; turn right, cross RR. and immediately left to |
| 267.8 | 0.8 | End of road; turn right away from RR., winding road to |
| 269.2 | 1.4 | 3-corners; turn left—(poles leave to the right), to |
| 270.1 | 0.9 | End of road; turn right shortly, bearing left down wind- |

Kansas City Section**Route 651**

- ing grade; follow valley road across iron bridge (270.7 m)
up steep grade (271.2 m) to
- 272.3 2.2 Cross-roads; turn left, meeting telephone poles, follow
same past schoolhouse (on right—274.1 m), pass large
stone church (274.6 m), and cemetery (275.4 m), to
- 275.8 3.5 3-corners; bear right with poles, pass schoolhouse (on
right—277.1 m) to
- 277.8 2.0 3-corners; bear left, following poles across iron bridge
(278.1 m); cross short stretch of rough rocky upgrade;
- 280.5 2.7 End of road; turn right through
- 280.6 0.1 **COTTLEVILLE**. Just after passing church (on left)
turn left with poles; follow winding road over 2 iron
bridges (281.7 m & 282.7 m); bearing left up slight grade
past church (284.3 m). Avoid left-hand road (284.7 m),
running onto macadam, which follow to
- 288.9 8.3 Fork; bear left with telephone poles on macadam, turn-
ing right downgrade (289.7 m) onto Clay St.; follow
same through residence section, going downgrade to
- 290.7 1.8 **2nd St.**,—just before reaching bottom of grade; turn left
on brick pavement in
- 290.8 0.1 **ST. CHARLES**,—center of town 1 block to right. Straight
ahead on 2nd St. to **western edge of bridge** over Missouri
River.
- 291.0 0.2 Turn right onto bridge (toll 40c). Straight ahead over
short stretch of rough road, bearing right across RR.
(291.7 m)—avoid road to the left (292.4 m)—shortly
running upgrade on good macadam road—(avoid road
to the left—294.5 m), going straight on under RR. (300.7
m) and follow trolley, running onto Eastern Ave., over
RR. bridge (303.1 m) and (303.6 m), passing through
- 304.1 13.1 **WELLSTON**, running onto asphalt pavement.
- 305.7 1.6 Kings Highway; turn right to
- 306.5 0.8 Washington St.,—2 large stone churches on right and
large brick church on farther left-hand corner; **turn left**
on Washington St. and follow same to end at
- 308.5 2.0 Grand Ave. Jog right and immediately left 1 block to
- 308.6 0.1 Theresa Ave., turn right 1 short block to Locust St.,
where turn left and follow same to end at
- 310.3 1.7 14th St. Turn right 1 block, then left on Olive St. around
new Public Library to center of
- 310.5 0.2 **ST. LOUIS**, Olive & 12th Sts.

St. Louis Taxicab Co., 12th & Chestnut.

Haynes Automobile Co., 4123 Olive St., Stock Michelin Tires.

For city map see page 498. For diverging routes see Index map, page 522.

For through connections see Trunk-line Index map, front of book.

SECTION INDEX MAPS SHOW OUTLINES
OF ROUTES AND
NUMBERS. FOR A COMPREHENSIVE LAYOUT OF THE
ENTIRE TERRITORY SEE
INSIDE OF FRONT COVER **GENERAL MAP**

Route 653

Kansas City Section

Route 653—Kansas City, Mo., to Lincoln, Neb.—247.2 m.

Route map, page 987

Reverse route, No. 623

Via Atchison, Hiawatha and Marysville, Kan. Route is for most part over level country—rolling in places. First 30 miles macadam, remainder various kinds of dirt road, but good in dry weather.

MILEAGES (For this and optional exits, see city map, page 1019.)
Total Intermediate

0.0	0.0	KANSAS CITY, MO. , Grand Ave. & 12th St. Start north on Grand Ave. to
0.4	0.4	7th St.; turn left on same 4 blocks to
0.6	0.2	Wyandotte Ave.; turn right 1 block to
0.7	0.1	6th St.; turn left on same, following trolley onto Inter-city Viaduct over Missouri River (1.1 m), running off western end onto Minnesota Ave.
2.7	2.0	KANSAS CITY, KANS. Bear left with trolley on Minnesota Ave., passing postoffice (on right—3.1 m) to
4.2	1.5	4-corners at edge of city; at end of brick pavement; turn right upgrade to first
4.3	0.1	Left-hand road; turn left, following telephone line past cemetery (5.3 m) to
5.6	1.3	Right-hand road; turn right with poles to
6.1	0.5	End of road; turn left, following macadam on direct road over rolling country; cross RRs. (11.5 m—14.1 m), pass schoolhouse (14.5 m) to
16.2	10.1	Right-hand road; turn right with telephone poles to
17.2	1.0	4-corners. Just after RR. crossing turn left, cross RR. (17.5 m), (leaving town of Piper behind), to
19.0	1.8	4-corners—schoolhouse on right, RR. crossing straight ahead. Turn right with telephone poles, cross RR. (19.2 m), pass church (22.1 m) and schoolhouse (24.7 m), cross RR. (25.2 m), running onto brick pavement,—straight ahead to
26.4	7.4	LANSING. (Trolley comes in from right. Kansas State Prison a short distance to the right.) Straight on across RR., following trolley past Old Soldiers' Home (28 m), cross RR. (28.8 m), running onto 6th St.—(trolleys leave to the right—30.7 m). Cross RR. (31.1 m) to Shawnee St.,
31.2	4.8	LEAVENWORTH , Shawnee & 6th Sts.,—postoffice on farther right-hand corner. Turn left on Shawnee St. 4 blocks to
31.6	0.4	Broadway; turn right on asphalt pavement to
32.2	0.6	End of Broadway; turn left on macadam, passing right-hand road just beyond; cross RR. (33.3 m), pass Federal prison (on right); bear right straight through irregular cross-roads (33.8 m); follow winding road, shortly running down long grade across 2 RRs. (34.6 m); follow telephone line across iron bridge (35.3 m) and RR. (35.8 m), pass road (to right—38.3 m), cross RRs. (39 m—39.4 m), pass school (39.7 m), running upgrade to
40.2	8.0	Fork, stone house on right; turn right shortly, running along RR. to

- 40.9 0.7 **LOVEMONT**,—store on left. Turn left to
- 41.2 0.3 End of road; turn right, following telephone line, cross RR. (41.4 m) to
- 42.3 1.1 End of road; turn left to first
- 42.7 0.4 Right-hand road; turn right, pass church (on left).
- 43.7 1.0 Jog left and immediately right through irregular 4-corners to first
- 44.2 0.5 Left-hand road; turn left (caution for some bad ditches) to
- 45.2 1.0 4-corners; turn right, pick up telephone line again, to next
- 45.6 0.4 4-corners; turn left with telephone line to next
- 46.7 1.1 4-corners; turn right to next
- 47.7 1.0 4-corners; turn right to first
- 48.2 0.5 Left-hand road; turn left, follow telephone line on winding but direct road through valley part of the way (caution for some bad holes), then over one or two hills downgrade to
- 55.1 6.9 End of road; turn left on macadam; follow same up winding grade, running onto brick pavement on 6th St.; follow same to
- 57.0 1.9 **Utah St.**; turn right 1 block to
- 57.1 0.1 **5th St.**; turn left on same.
- 57.2 0.1 **ATCHISON**, Main & 5th Sts., business center 1 block ahead.

Turn left on Main St., around Missouri Pacific RR. office; follow with trolley over RR. viaduct; trolleys leave to the right (58.7 m); straight on upgrade, bearing right (59.0 m), past amusement park to irregular

- 59.5 2.3 4-corners; turn left, avoiding all cross-roads; follow telephone line over rolling country, past church (63.9 m); cross RR. (64.3 m) to
- 67.1 7.6 Right-hand road just after telephone line leaves to the right; turn right to end of road at
- 67.6 0.5 **LANCASTER** (center of town to the right); turn left then right with road (68.1 m) shortly, running along RR. to
- 68.6 1.0 End of road; turn left to
- 70.0 1.4 4-corners; turn right, crossing RR. (71.6 m)—road is poor for a short distance to prominent
- 74.0 4.0 4-corners; turn left, picking up telephone line; follow same to
- 74.6 0.6 **HURON**; straight through; cross RR. (station on right)



Hopkins ELECTRIC Speedometer
No Flexible Shaft
and
The Electrodrometer
See page facing front cover

Accurate
to the fraction
the year 'round.

The
perfected 1000
mile trip odometer.
Portable as a watch.

Repairs	<h2 style="text-align: center;">The Wolfley Auto Co.</h2> <p style="text-align: center;">ALWAYS OPEN</p> <p style="text-align: center;">413 Oregon Street, Hiawatha, Kansas</p> <p style="text-align: center;">1 Block East of Court House</p> <p style="text-align: center;">IF IN TROUBLE TELEPHONE US</p>	Prest-O-Lite
Storage		Tanks
Supplies		Exchanged
Accessories		Compressed
Mutual Phone 238		Air Free
		Kansas Phone 249

- 76.9 2.3 Prominent cross-road; turn right, crossing RR. at Pierce Junction station (78.8 m) to first
- 78.9 2.0 4-corners; turn left to next
- 79.8 0.9 4-corners; turn right; follow direct road with a number of left and right turns to
- 80.8 1.0 4-corners (at RR. crossing—station on left); turn left; cross RR. on principal street of
- 81.0 0.2 **EVERTS**. Straight through to
- 81.4 0.4 End of road; turn right, cross RR. (83.5 m) to
- 84.7 3.3 Prominent cross-road; turn left with main travel—passing town of Willis to the left—88.3 m); straight on to
- 89.5 4.8 End of road; turn right, away from RR.; follow telephone line past schoolhouse (91.9 m), bearing left across iron bridge (93.8 m), and then right to
- 95.4 5.9 Prominent cross-road; turn left to next
- 95.9 0.5 4-corners (school on farther right-hand corner); turn right with telephone line; follow same across RR. (97.6 m) to end of road at Iowa St. (school on right),
- 98.4 2.5 **HIAWATHA**, Iowa & 7th Sts.; turn left on Iowa St. Business center 2 blocks to the right on 7th St.

Wolfley Auto Co., Oregon St.

Adams Auto Co., Stock Michelin Tires.

See Wolfley Auto Co., Oregon St., for route to Fall City.

HIAWATHA, KAN., TO LINCOLN, NEBR.

Second part Kansas City—Lincoln route.

Via Marysville and Beatrice, over rolling country; no heavy grades; mostly good roads in dry weather.

MILEAGES

Total Intermediate

- 0.0 0.0 **HIAWATHA**, Iowa & 7th Sts., 3 blocks south of Court House. Go west on Iowa St., crossing RR. (0.2 m), follow direct road over rolling country, pass church and schoolhouse (5.9 m); turning left with road (7.6 m) direct to
- 8.1 8.1 End of road; turn right—**caution** for some rough hills; straight on past **Fairview** (on the left—10.2 m), running under RR. (10.5 m) to
- 11.5 3.4 4-corners; turn right to
- 12.5 1.0 4-corners; just after crossing RR.; turn left, recross RR. to first
- 13.5 1.0 4-corners; turn right, cross RR. (14.1 m) to
- 16.4 2.9 4-corners (large hedge on right); turn left to first
- 17.5 1.1 Right-hand road; turn right past cemetery to
- 17.7 0.2 End of street; turn left to center of
- 18.3 0.6 **SABETHA**, 4-corners. Straight through for about 4 blocks to a
- 18.5 0.2 Cross street, where turn left to

- | | | |
|------|-----|--|
| 18.7 | 0.2 | 4-corners, just after crossing RR.; turn right, cross iron bridge (19.0 m) to |
| 21.7 | 3.0 | 4-corners just after crossing RR. (20.9 m); turn left with telephone poles, cross RR. (22.2 m); pass grain elevators to prominent |
| 23.7 | 2.0 | Cross-road (large garage signboard on left); turn right with telephone line, cross RR. (27.1 m); follow winding road to next |
| 27.5 | 3.8 | Right-hand road; turn right; pass schoolhouse to first |
| 27.7 | 0.2 | 4-corners (2 churches on left); turn left, downgrade, to center of |
| 28.0 | 0.3 | ONEIDA. Go 1 block past center of town, to 4-corners just before RR. crossing; turn right, follow telephone line past cemetery (28.5 m) to first |
| 29.0 | 1.0 | 4-corners; turn left to |
| 29.4 | 0.4 | End of road; turn right, pass schoolhouses (30.0 m & 32.2 m); cross RR. (32.7 m) to |
| 33.3 | 3.9 | Left-hand road just before RR. crossing; turn left to next |
| 34.5 | 1.2 | 4-corners; turn right with telephone line, cross RR. (34.8 m); follow winding road through woods to |
| 35.5 | 1.0 | End of road; jog left and immediately right to |
| 35.7 | 0.2 | 4-corners; turn left to |
| 36.1 | 0.4 | Main St.; turn right to center of |
| 36.4 | 0.3 | SENECA , 4-corners. Straight through 2 blocks to |
| 36.5 | 0.1 | 4-corners (church on farther left-hand corner); turn right, Court House, follow main travel out of town, with numerous turns but very easy to follow, to |
| 37.1 | 0.6 | End of road; turn left, avoiding road to the right just beyond, keeping straight on to |
| 43.0 | 5.9 | End of road; turn right on northern edge of Baileyville ; pass school (on left) to |
| 45.0 | 2.0 | 4-corners, just beyond small wooden bridge; turn left over second small bridge, pass schoolhouse (45.9 m), straight on over a number of bridges; cross 2 RRs. (48.5 m & 48.7 m); pass town of Axtell (48.9 m) short distance to the right; pass schoolhouse (50.9 m) to prominent |
| 54.3 | 9.3 | Left-hand road; turn left, bearing right with main travel (54.7 m), cross RR. (57.0 m); avoid road leading into BEATTIE (57.7 m), keeping straight on over iron bridge (58.4 m)—avoid road to the right (59.2 m); follow winding but direct road to |
| 60.1 | 5.8 | End of road; turn left, cross RR. to first |
| 60.6 | 0.5 | 4-corners; turn right with main travel; cross RR. (61.1 m); pass schoolhouse (61.6 m) to |
| 63.6 | 3.0 | 4-corners; turn left, pass cemetery (on right) to first |
| 64.5 | 0.9 | 4-corners; turn right, pass Honey City (on left), 2 churches (on right); straight on, follow telephone line along road winding for a short distance to |
| 65.5 | 1.0 | Left-hand road; turn left with poles; follow direct road over 1 or 2 rough hills to |

Route 653

Kansas City Section

- 70.7 5.2 Right-hand road, just after turning left past iron stand-pipe; on sharp downgrade, turn right, on principal street.
- 70.9 0.2 **MARYSVILLE**—to cross street a few blocks before business center.
- Grant Auto Co., Stock Michelin Tires.
- Here turn right, to
- 71.4 0.5 End of road; turn right to first
- 71.5 0.1 Left-hand road, just beyond; turn left to next
- 72.1 0.6 4-corners; turn right to first
- 73.1 1.0 Left-hand road; turn left to next
- 74.1 1.0 Right-hand road; turn right to next
- 75.1 1.0 4-corners; turn left, running down long grade.
- 77.0 1.9 Jog left and immediately right; follow telephone line to
- 81.3 4.3 Left-hand road; turn left downgrade, leaving telephone line; cross RR. at **Okato station** (81.6 m), running over long iron bridge; follow winding road to
- 82.4 1.1 End of same; turn right to next left (82.7 m), where turn left to first
- 82.7 0.3 Left-hand road; turn left to first
- 83.7 1.0 4-corners; turn right to
- 85.8 2.1 End of road; turn left.

Note—This road is the dividing line between **Kansas** and **Nebraska**.

Use caution for bad ditches on side of road—follow to first

- 86.5 0.7 Right-hand road; turn right, pass schoolhouses (87.7 m & 90.1 m); pass church (90.4 m) and school (92.8 m), to
- 94.7 8.2 4-corners, just after crossing wooden bridge; turn left, across RR. to principal street of
- 95.2 0.5 **WYMORE**. Turn right, away from business center, cross iron bridge and RR. (95.9 m) to main street, on edge of
- 96.3 1.1 **BLUE SPRINGS** (stand-pipe on right); turn left, follow telephone line, cross RR. (96.8 m) to
- 100.8 4.5 4-corners; turn right with telephone line; follow same straight north; pass schoolhouse (106.1 m) to
- 108.1 7.3 End of road; jog right, over RR. bridge and immediately left, down slight grade, over iron bridge (108.7 m); cross RR. (109.0 m—station on left) to center of
- 109.3 1.2 **BEATRICE**, Court & 6th Sts.
- Wheaton Auto Co., Stock Michelin Tires.
- Straight ahead on 6th St., pass Court House (on right—109.7 m), cross RR. (110.3 m), follow telephone line past cemetery (111.4 m) to
- 115.0 5.7 End of road; turn right, and left just beyond, with poles, past schoolhouse (116.1 m) to prominent
- 117.1 2.1 4-corners; turn right, pass church (on left—117.7 m), running down steep grade to center of
- 118.0 0.9 **PICKERELL**. Straight ahead, cross RR. and over iron bridge to
- 119.1 1.1 Left-hand road; turn left with telephone line, follow same straight north, avoiding all cross-roads; cross RR.

Kansas City Section**Route 658**

- (123.5 m), pass school (124.5 m), pass cemetery (126.5 m)—**caution**, bear right, cross RR. and immediately left (126.7 m) to eastern edge of
- 127.7 8.6 **CORTLAND** (station can be seen to the left). Straight on, follow telephone line, pass schoolhouse (130.4 m) and church (131.8 m), cross RR. (132.0 m), straight through
- 132.4 4.7 **PRINCETON**; pass church (134.9 m), cross RR. (136.7 m).
- 140.6 8.2 End of road; turn right with telephone line to next
- 140.8 0.2 Left-hand road; turn left with poles; follow same across RRs. (142.4 m & 142.8 m), over RR. bridge (144.5 m), pass penitentiary (on left—145.5 m), cross RR.; pick up trolleys (146.2 m).
- 146.4 5.6 Left-hand street, bear left on diagonal street, apparently across fields, to.
- 146.8 0.4 **11th St.**; turn right, follow 11th St., jogging left and immediately right past hospital (147.2 m), running onto pavement, which follow to
- 148.7 1.9 **O St.**; turn left on same 1 block, to center of
- 148.8 0.1 **LINCOLN**, 10th & O Sts.—postoffice on right.

For city map, see page 1009. For diverging routes, see Index map, page 987.
For through connections see Trunk-line Index map, front of book.

Route 655—Kansas City to St. Joseph—84.9 m.

Route map, page 987

Reverse route, No. 633

Via Leavenworth and Atchison; first part either macadam or good dirt road; Atchison to St. Joseph very hilly, winding, narrow road.

MILEAGES (For this and optional exits, see city map, page 1019.)
Total Intermediate

0.0 0.0 **KANSAS CITY, MO.**, Grand Ave. & 12th St.

For complete running directions on first part of this route see Route No. 653 to

Turn right on Commercial to

- 57.4 57.4 **2nd St.**; turn right 1 block.
- 57.5 0.1 Turn left, cross long iron bridge over Missouri River, bear right at eastern end across 2 RRs. at Winthrop station (57.9 m) to
- 58.1 0.6 Left-hand road; **turn left** across RRs. (59.9 m & 61.3 m)
- 61.4 3.3 End of road; turn left, follow telephone line, cross RR. (63.4 m), bear right to center of
- 63.8 2.4 **RUSHVILLE**. Straight through, turning left (64.2 m)
- 64.3 0.5 Fork; turn right across RR., follow winding but direct road, pass schoolhouse, cross iron bridge (67.1 m)—**Caution** for narrow road over rough steep grades—to
- 68.9 4.6 4-corners; turn left, across RR., and right just beyond pass church and cemetery to center of
- 69.3 0.4 **DE KALB** (park on left—church on farther right-hand corner). Turn left on farther side of park downgrade to
- 69.7 0.4 End of road; turn right and follow winding but direct road to
- 71.0 1.3 Its end; turn left, bearing right to
- 71.8 0.8 Left-hand road just after crossing small iron bridge; turn left and follow winding valley road, crossing a num-

Route 657

Kansas City Section

- ber of bridges just after winding through woods—
Caution—not to pass
- 75.8 4.0 Right-hand road; turn right with telephone line, cross iron bridges (76.2 m & 76.4 m) to
- 76.8 1.0 Left-hand road; turn left, follow telephone line—**Caution** for bad holes and washouts—running upgrade onto macadam (78.0 m). Follow macadam, pass school (78.8 m), shortly running onto brick pavement. Pick up trolleys from left (81.2 m) and follow same through **South St. Joseph**, on King Hill Ave. Bear left (82.5 m) over RR. Viaduct onto 6th St.; follow same to
- 82.9 6.1 Atchison St. (RR. shops on left); cross RR. to
- 83.1 0.2 4th St.; turn right, cross RRs. (83.9 m & 84.2 m), straight on to
- 84.8 1.7 Frances St.; turn right 1 block to center of
- 84.9 0.1 **ST. JOSEPH**, Frances & 5th Sts.

For diverging routes, see Index map, page 774.

Route 657—Kansas City, Mo., to Wichita, Kan.—236.6 m.

Reverse route, No. 664

All the route matter between Kansas City and Fort Worth was taken by a Blue Book representative at the time of the 1910 Glidden Tour and we believe will be found in the main correct, although, due to such unfavorable conditions for taking route matter, certain points may not be very specific, particularly through towns.

MILEAGES

Total Intermediate (For this and optional exits, see city map, page 1019.)

- 0.0 0.0 **KANSAS CITY**, Grand Ave. and 12th St. Go south on Grand Ave.
- 0.6 0.6 19th St.; turn right, shortly curving left into Southwest Blvd., running over RR. viaducts (1.8 m); cross RRs. (2.5 m and 4.2 m), going straight through
- 4.4 3.8 **ROSEDALE**. Go 1 block beyond center of town, with trolley; where turn left 1 block, and then right, following main road past Merriman postoffice, direct with trolley most of the way to
- 10.0 5.6 **SHAWNEE**. At small white church (on farther right) turn left downgrade away from trolley, shortly running upgrade to end of road, where turn left with poles.
- 12.0 2.0 4-corners; turn right with poles.
- 12.5 0.5 4-corners; turn left; follow telephone poles on winding road; with main travel all the way, jogging right and left around white church (14.4 m).
- 15.0 2.5 **LENEXA**—station on left. Bear left across 2 RRs., following poles.
- 16.2 1.2 Fork; bear right with poles.
- 17.2 1.0 End of road; turn right, curving left away from RR. (17.6 m).
- 18.0 0.8 Fork; bear right, following poles, crossing 2 RRs. at **Pleasant View** (19.2 m).
- 21.7 3.7 End of road; turn right with wires on Santa Fe St. to Chestnut St., where turn left to center of
- 22.0 0.3 **OLATHE**. Keep straight ahead on brick pavement, crossing RR. (22.7 m).

- | | | |
|-------|------|---|
| 22.9 | 0.9 | Turn left with poles, taking first right, past cemetery. |
| 25.5 | 2.6 | Left-hand road; turn left across RR., following poles. |
| 27.0 | 1.5 | 4-corners; turn right across RRs. at Bonita station, going straight ahead across RR. (32.0 m) to center of |
| 32.8 | 5.8 | GARDNER . Keep straight ahead through town, following poles. |
| 36.2 | 3.4 | 4-corners; turn left. |
| 38.1 | 1.9 | End of road; turn right. |
| 38.6 | 0.5 | 4-corners; turn left, curving right with poles (39.5 m); cross iron bridge and follow main travel, with numerous right and left jogs. |
| 40.1 | 1.5 | Turn left into |
| 40.4 | 0.3 | EDGERTON . Turn right 1 block and then left at Edgerton Hardware Co., going straight ahead along RR. tracks. |
| 41.0 | 0.6 | End of road; turn right away from RR., still with poles. |
| 44.1 | 3.1 | 4-corners; turn left. |
| 45.1 | 1.0 | 4-corners; turn right with poles. |
| 46.5 | 1.4 | Turn left into |
| 47.1 | 0.6 | WELLSVILLE —station on right. Keep ahead across RR. |
| 47.4 | 0.3 | Turn right with poles, following poles on winding but direct road almost straight ahead. |
| 54.4 | 7.0 | 4-corners—church on farther left; turn right. Road is direct with poles, jogging left and right across iron bridge (55.8 m), crossing small suspension bridge (60.4 m). |
| 64.5 | 10.1 | 4-corners; bear left with telephone poles to center of |
| 65.6 | 1.1 | OTTAWA —Court House on left.
Lemaster & Bennett, 707-9 N. Main St., Stock Michelin Tires.
Keep straight ahead through town on main street. |
| 67.0 | 1.4 | 4-corners; turn right with poles across RR. |
| 68.0 | 1.0 | 4-corners; turn left, still with poles, follow rather winding but direct road. |
| 74.8 | 6.8 | 5-corners; turn right. |
| 77.9 | 3.1 | Turn left with wires for 1 mile. |
| 78.9 | 1.0 | Turn right across RR. at Ransomville (79.1 m); follow telephone poles and main travel, crossing tracks (80.0 m and 83.2 m). |
| 84.1 | 5.2 | End of road; turn left across iron bridge. |
| 84.5 | 0.4 | Turn right with poles a short distance, taking first left, crossing RR. (86.2 m). |
| 87.3 | 2.8 | Turn right with poles, crossing RR. (87.8 m). |
| 88.2 | 0.9 | 4-corners; turn left, crossing RR., straight ahead to |
| 90.5 | 2.3 | AGRICOLA —Postoffice on left. Keep ahead across RR. |
| 91.0 | 0.5 | 4-corners; turn left, still with poles, crossing RR. (91.5 m). |
| 92.8 | 1.8 | 4-corners; turn right with poles and main travel, crossing 2 RRs. in Waverly (96.0 m), pass Blue Grass Ranch (on left—99.3 m). |
| 104.5 | 11.7 | 4-corners; turn right. |
| 105.4 | 0.9 | 4-corners—school on left; turn left, going straight through all cross-roads. |

Route 657**Kansas City Section**

- 112.3 6.9 Jog right across RR. and immediately left, crossing iron bridge (116.4 m & 120.0 m).
- 122.0 9.7 **Caution** for sharp left and right turn, following poles all the way, cross RRs. (125.3 m & 126.0 m) into
- 126.5 4.5 **EMPORIA.**
C. D. Husted & Co., 726-8 Commercial St., Stock Michelin Tires.
Just after passing Midway Hotel turn left, going straight out of city, following telephone poles through all cross-roads, running along RR. (132.3 m).
- 133.4 6.9 Jog left across RR. and immediately right following along close to tracks, passing **Plymouth** station (on right—134.7 m).
- 136.7 3.3 4-corners; turn left with poles, follow main travel on winding road but within sight of tracks most of the way, jogging right and left across same (138.3 m).
- 141.0 4.3 4-corners; turn left, recrossing RR.
- 143.0 2.0 Turn right with wires.
- 143.9 0.9 4-corners; turn left, crossing stone bridge over Cottonwood River.
- 144.8 0.9 Turn right. **Caution** for steep downgrade, recrossing river (145.5 m), cross 2 old RRs. (146.5 m), passing stone quarry (on left—147.6 m).
- 147.8 3.0 Turn right; cross RR. and bear left with poles, same thoroughfare becoming Union St., which follow across RR. (149.0 m) to center of
- 149.2 1.4 **COTTONWOOD FALLS.** On near side of Court House turn right and left around same, turning right into Main St.
- 149.4 0.2 Turn left going straight out of town, follow winding but direct road with main travel over rather rough, hilly country, recrossing Cottonwood River (154.2 m), meeting telephone lines again (154.4 m), follow same to
- 155.6 6.2 **ELMDALE**—Station over to left. Turn left with poles.
- 157.4 1.8 Turn right across 2 RRs. and immediately left, following poles on winding but direct road.
- 161.6 4.2 Turn left with poles.
- 162.2 0.6 Turn right; take first left.
- 162.8 0.6 Turn right with poles into
- 163.0 0.2 **CLEMENTS.** Keep straight ahead through town, following telephone poles on winding but direct road, running along RR. tracks for short distance (165.5 m), shortly curving right past school No. 38 (165.9 m).
- 166.6 3.6 Turn left with poles.
- 166.9 0.3 Turn right with poles.
- 169.2 2.3 End of road; turn left, follow telephone poles and main travel, running along RR. (172.7 m), crossing RRs. (174.6 m & 175.2 m), curving right across iron bridge (175.5 m) to center of
- 175.7 6.5 **FLORENCE**—Band stand in center of street. Keep ahead.
- 175.8 0.1 Turn left, turning right along tracks.

Kansas City Section**Route 658**

177.0	1.2	Turn left away from RR., past cemetery, going straight ahead with poles and main travel for over 9 miles.
186.2	9.2	4-corners—school on farther right; turn right.
187.1	0.9	4-corners; turn left with poles.
188.6	1.5	4-corners; turn right.
189.3	0.7	Turn left into center of
190.2	0.9	PEABODY. Keep straight ahead, crossing 2 RRs. at station.
191.4	1.2	End of road; turn right, follow poles direct.
197.6	6.2	4-corners; turn right with poles, crossing RR. (198.2 m) into
198.3	0.7	ELBING. Turn left, straight through center of town.
198.7	0.4	End of road; turn right with wires.
199.1	0.4	4-corners; turn left.
199.6	0.5	4-corners; turn right, still with poles, going straight ahead for over 11 miles, crossing RR. at Newton (210.3 m).
210.9	11.3	4-corners; turn left with poles.
211.9	1.0	4-corners; turn right with poles $\frac{1}{2}$ mile.
212.4	0.5	4-corners; turn left, still with poles, straight ahead for over 13 miles, following poles and main travel.
226.0	13.6	Jog right and immediately left around farm house, following poles across 3 RRs. (227.8 m).
228.8	2.8	End of road; turn left with poles, crossing RR.
229.3	0.5	Just before another RR. crossing, turn right with poles, straight ahead across RR. (233.0 m).
233.3	4.0	21st St. —School on farther right; turn left.
233.8	0.5	Lawrence Ave. —Dold Packing Co. on left; turn right, crossing RR. (234.5 m).
236.4	2.6	Douglas Ave. ; turn left to center of
236.6	0.2	WICHITA.

Route 658—Wichita, Kan., to Oklahoma City, Okla.—218 m.

Reverse route, No. 663

All the route matter between Kansas City and Fort Worth was taken by a Blue Book representative at the time of the 1910 Glidden Tour and we believe will be found in the main correct, although, due to such unfavorable conditions for taking route matter, certain points may not be very specific, particularly through towns.

MILEAGES
Total Intermediate0.0 0.0 **WICHITA.**

From hotel (on left) go west on Douglas Ave. across Arkansas River.

1.0	1.0	Seneca St. , Masonic Home on farther left; turn left on asphalt, crossing RRs. (1.2 m & 1.6 m), keeping straight ahead to
4.5	3.5	4-corners; turn right one mile.
5.5	1.0	4-corners; turn left and go straight ahead with main telephone poles through all cross-roads, jogging left and right across RR. (14.2 m); cross another RR. (15.3 m).
17.4	11.9	4-corners; turn right with poles, crossing RR. (18.1 m).
18.4	1.0	First road beyond RR., turn left, crossing RR. (19.0 m), and iron bridge over Ninnescah River (19.1 m), following telephone poles across RR. (23.6 m).

Route 658

Kansas City Section

- 27.1 8.7 4-corners, school on left; turn right and take first left, avoiding RR.
- 30.1 3.0 4-corners; jog right, taking next left straight ahead with main travel to center of
- 31.3 1.2 **WELLINGTON**, City Hall on right.
Straight ahead through town on Washington St., crossing RR. at station.
- 32.3 1.0 Turn right with poles and take first left, crossing iron bridge (32.7 m). Road is straight ahead for over 13 miles with main telephone poles, curving left and right across RR. (45.3 m) to end of road in
- 46.2 13.9 **SOUTH HAVEN**, large scales straight ahead. Turn right, crossing RR. (46.5 m).
- 47.2 1.0 End of road; turn left.
- 47.7 0.5 Turn left for almost 3 miles.
- 50.6 2.9 4-corners; turn left, following main travel, jogging right and then left across RR. at **Druey** station (51.4 m) and just beyond RR. bear right across iron bridge direct into
- 58.1 7.5 **CALDWELL**. Cross 3 RRs., passing stations (on left).
- 58.4 0.3 At Caldwell National Bank turn left through center of town, crossing iron bridge (59.0 m & 59.7 m).
- 60.4 2.0 **Caution** for left and right turns across dangerous RR.
- 61.0 0.6 Cross Kansas-Oklahoma state line.
- 64.4 3.4 Jog left and immediately right through irregular 4-corners, following telephone poles and main travel across RR. (67.9 m), bearing left to
- 68.2 3.8 **RENFROW**, station on left. Turn right to end of street, where jog right and take next left straight out of town.
- 70.5 2.3 4-corners; turn left with poles, curving left and right across RR. (74.9 m).
- 78.4 7.9 End of road; turn right, crossing RRs. (80.1 m & 80.4 m).
- 80.5 2.1 **MEDFORD**, station on left. At far side of station turn right through center of town.
- 81.4 0.9 4-corners; turn left, crossing RR. (83.2 m).
- 86.0 4.6 4-corners; turn right one mile.
- 87.0 1.0 4-corners; turn left.
- 90.9 3.9 End of road; turn right half a mile and then left.
- 92.0 1.1 4-corners; turn right, crossing wooden bridge over Salt Fork River, straight ahead to
- 93.1 1.1 **Pond Creek Station** on right. Keep ahead a short distance, turning left with poles (93.4 m).
- 98.6 5.5 End of road; turn right, curving left just beyond.
- 102.3 3.7 End of road; turn right.
- 102.9 0.6 Turn left to center of
- 103.1 0.2 **KREMLIN**. Keep ahead a short distance, turn left (103.3 m).
- 103.9 0.8 Turn right and go straight ahead through all cross-roads for over 8 miles, crossing RRs. (110.7 m & 111.7 m).
- 112.1 8.2 4-corners; turn right, straight ahead across RRs. (113.1 m & 114.9 m).

Kansas City Section**Route 658**

- 116.5 4.4 Jog left and immediately right, crossing RR. at station, taking first left.
- 116.6 0.1 Turn right on New Grand Ave. to center of
- 117.2 0.6 **ENID**, Court House on right.
- At far side of Court House, turn left with trolley on Broadway, crossing RR. (117.4 m).
- 118.0 0.8 **13th St.**; turn left.
- 118.7 0.7 Turn right and go straight ahead through all cross-roads for over 23 miles, crossing RRs. (120.3 m & 123.9 m).
- 141.3 22.6 4-corners, school on left; turn right.
- 147.3 6.0 4-corners, school on right; turn left.
- 151.2 3.9 4-corners, school on right; turn right and go straight ahead across RR. (153.9 m) and iron bridge (157.8 m), following main travel direct into center of
- 163.1 11.9 **ORLANDO**, church on right.
- Keep ahead one block and bear right with poles.
- 164.7 1.6 4-corners; turn left with poles, following same with main travel across RR. (170.0 m) straight through **Mulhall** (170.4 m).
- 170.6 5.9 4-corners; turn right with poles, crossing RR. (170.9 m).
- 171.7 1.1 Turn left, following rough road over hilly country, crossing RR. (172.3 m), suspension bridge over Skeleton River; cross RR. (178.0 m), still with poles, running onto sandy road, crossing RR. (180.9 m) and long iron bridge over Cimmaron River (181.4 m), crossing 2 RRs. (181.6 m).
- 182.6 10.9 Turn left leaving poles, taking first right across RR. (183.2 m), iron bridge and another RR., following High St.
- 183.9 1.3 Turn right to center of
- 184.4 0.5 **GUTHRIE**, City Hall on right.
- Keep ahead across RR. and immediately beyond turn right across iron bridge.
- 184.7 0.3 Just after leaving iron bridge turn left on asphalt street.
- 185.5 0.8 At end of asphalt turn left and take first right to first left.
- 185.7 0.2 Turn right with poles and main travel, following same across RR. (187.3 m).
- 187.7 2.0 Turn left, crossing RR. (188.5 m).
- 188.7 1.0 Turn right across RR., taking first left just beyond; crossing RR. (189.3 m), go straight ahead with main travel and telephone poles across RRs. (192.2 m, 199.1 m & 200.7 m).
- 201.4 12.7 Curve right with poles and take first left (201.8 m), following main travel across RRs. at **Edmond** station (203.0 m); meeting telephone poles from the left (203.7 m), follow same straight ahead across RR. (206.2 m).
- 207.6 6.2 Right-hand road; turn right with poles.
- 208.6 1.0 End of road; bear left away from RR., shortly meeting new trolley line, following same with main travel straight

Route 659

Kansas City Section

- through Britton (211.0 m), curving right and left across RR. (211.3 m).
- 211.9 3.3 Jog left and immediately right, running under RR. (213.1 m).
- 214.9 3.0 End of road; turn right on 36th St.
- 215.0 0.1 **Classen Blvd.**; turn left and follow trolley line past University Station (on right—216.4 m), running onto N. Western Ave.
- 217.2 2.2 Turn left with trolley, following same into Main St. to
- 218.0 0.8 **OKLAHOMA CITY**, Court House on right.

Route 659—Oklahoma City to Lawton, Okla.—147.6 m.

Reverse route, No. 662.

All the route matter between Kansas City and Fort Worth was taken by a Blue Book representative at the time of the 1910 Glidden Tour and we believe will be found in the main correct, although, due to such unfavorable conditions for taking route matter, certain points may not be very specific, particularly through towns.

MILEAGES
Total Intermediate

- 0.0 0.0 **OKLAHOMA CITY**, Main & 2d Sts. Go south on 2d St., following asphalt pavement.
- 2.3 2.3 At large signboard (on right) turn left on sandy stretch in river bottoms, crossing iron bridge (2.8 m).
- 3.0 0.7 Immediately after crossing RR., turn right, following along tracks, jogging left and right across another RR. (3.7 m).
- 4.3 1.3 4-corners; turn left with poles, crossing RR. (4.8 m).
- 5.3 1.0 Turn right, crossing RR. (6.1 m), going straight ahead for over 8 miles.
- 13.7 8.4 4-corners; turn left 1 mile.
- 14.7 1.0 Turn right with poles, crossing RR. (15.8 m).
- 17.9 3.2 4-corners; turn left with double line telephone poles, crossing RR. (18.9 m). Road is straight ahead for over 11 miles; cross RR. at **Yukon** (20.7 m).
- 30.6 12.7 Turn right with poles, turning left across RR. (31.7 m), running under RR. (32.1 m).
- 32.4 1.8 Turn right, crossing RR. in center of
- 32.9 0.5 **EL RENO**, Brickford & Wade Sts.
El Reno Motor Car Co., 303 W. Hayes St., Stock Michelin Tires.
Turn right on Wade St., to R. I. station, where turn left on Grand Ave.
- 33.7 0.8 Turn right, crossing RR., pass Lincoln School (on right).
- 34.6 0.9 Turn left with main travel.
- 37.0 2.4 4-corners; turn right.
- 41.9 4.9 4-corners—school on right; turn left.
- 42.8 0.9 4-corners; turn right 1 mile.
- 43.8 1.0 4-corners; turn left.
- 47.7 3.9 End of road; bear left, follow main travel across river bottoms in bad sand.
- 49.0 1.3 Immediately after crossing iron bridge over South Canadian River, bear left off of bridge, turning right short distance beyond away from river.
- 50.2 1.2 4-corners; turn left.
- 51.2 1.0 Turn right in woods.

- 52.2 1.0 End of road; turn left, follow winding road with telephone poles through woods.
- 56.1 3.9 4-corners; turn left.
- 57.0 0.9 End of road; turn right 1 mile.
- 58.0 1.0 4-corners; turn left.
- 59.9 1.9 End of road; turn right.
- 61.0 1.1 End of road; turn left.
- 61.9 0.9 End of road; turn right with poles, go straight ahead with main travel and telephone poles into
- 69.9 8.0 **POCASSETT**—station over to the left. Keep straight ahead through town.
- 71.8 1.9 Turn left with poles, cross RR., and follow wires on winding but direct road, turning right (72.6 m).
- 73.7 1.9 Turn right with poles, cross long wooden bridge (78.5 m) and RRs. (80.4 m & 80.5 m).
- 80.6 6.9 Just after crossing the last RR., turn right into
- 80.8 0.2 **CHICKASHA.**
 Chickasha Motor Car Co., 414 Chaetaw Ave., Stock Michelin Tires.
 Just before reaching hotel turn left to Main St., where turn right 1 block and right again past fire department.
- 81.1 0.3 At hotel (on right) turn left on asphalt pavement.
- 82.0 0.9 Turn right, crossing 2 RRs. (82.4 m).
- 83.9 1.9 4-corners; this route is written to go through Verden, although we understand that the road straight ahead may be followed with a saving of a little mileage, meeting this route at 95.4 m. For following directions turn right leaving telephone poles.
- 84.4 0.5 Just before RR. crossing turn left, following main travel.
- 87.4 3.0 4-corners; turn right crossing RR. (88.0 m).
- 88.4 1.0 Left-hand road; turn left, recrossing tracks (89.7 m), following along same to center of
- 91.5 3.1 **VERDEN**—station over to the right. Turn right, cross tracks, taking first left, crossing wooden bridge (92.4 m).
- 94.7 3.2 Turn left with main travel, cross RR.
- 95.4 0.7 Cross-road with heavy telephone poles; turn right, going straight ahead over rolling country with one or two steep grades.
- 101.0 5.6 4-corners; jog right, taking first left, cross 2 RRs. (101.7 m), following main travel to center of
- 101.9 0.9 **ANADARKO**—Court House on left. Jog left and right around Court House, passing large brick school (on right), keep straight ahead out of town.
- 102.1 0.2 Turn left.
- 103.5 1.4 Right-hand road; turn right with poles.
- 104.3 0.8 Turn left with poles, following main travel.
- 104.9 0.6 School (on left), turn left.
- 105.9 1.0 Turn right, curving left with road (106.9 m).
- 107.9 2.0 Right-hand road; turn right.
- 108.8 0.9 Turn left with poles.
- 110.3 1.5 4-corners; turn right, still with poles, running up short, steep grade (110.8 m).

Route 660

Kansas City Section

112.1	1.8	4-corners; turn left.
113.2	1.1	4-corners; turn right for 1 mile.
114.2	1.0	4-corners; turn left, jogging left and right across RR. (116.4 m).
118.1	3.9	End of road; turn right.
119.1	1.0	4-corners; turn left, turning right with road (120.2 m), take first right with main travel, following same to center of
120.6	1.5	APACHE —band stand in center of street. Keep straight ahead out of town.
122.3	1.7	Turn right, cross iron bridge, keeping left just beyond with poles.
123.4	1.1	Turn right with poles.
124.6	1.2	Left-hand road; turn left, crossing RR. (124.8 m).
125.6	1.0	End of road; turn left, going straight ahead for nearly 6 miles.
131.5	5.9	Turn right away from RR., going straight ahead past Rohrer Postoffice (133.6 m), pass school (on left—135.1 m).
136.6	5.1	Bear left with main travel and telephone poles.
138.0	1.4	Pass through gate into Reservation, crossing bridge over Medicine Creek (140.3 m), passing Fort Sill over to the left, leaving Reservation (144.2 m), keeping straight ahead to
146.8	8.8	Turn left with poles about 5 blocks, then right on 4th Ave. to center of
147.6	0.8	LAWTON —City Hall on right.

Route 660—Lawton, Okla., to Fort Worth, Texas—170.4 m. Reverse route, No. 661.

All the route matter between Kansas City and Fort Worth was taken by a Blue Book representative at the time of the 1910 Glidden Tour and we believe will be found in the main correct, although, due to such unfavorable conditions for taking route matter, certain points may not be very specific, particularly through towns.

MILEAGES Total Intermediate

0.0	0.0	LAWTON. From City Hall go south to D Ave., where turn left 1 block and then right 1 block, turning left on asphalt pavement, taking first right across RR. to
0.4	0.4	Turn left, crossing RR.
1.1	0.7	Right-hand road; turn right, going straight ahead along tracks, following main travel and telephone poles.
6.9	5.8	End of road; turn left with poles.
7.1	0.2	Turn right with poles, going straight through Geronimo (9.1 m), cross RR. (10.0 m).
16.8	9.7	4-corners; turn left, going straight ahead to center of
20.0	3.2	WALTER. Keep ahead on Main St., and just after crossing RR. (20.6 m), turn right 1 block and then left, turning right at school house. Cross RR. at station (on right—21.8 m) and immediately curve right away from tracks, going straight ahead with poles.
27.0	7.0	4-corners; turn left, cross iron bridge (28.0 m), following main travel with numerous right and left turns to

- 32.6 5.6 **TEMPLE.** Keep ahead on Main St. to
 33.0 0.4 4-corners; turn right away from RR., jogging left and
 right across tracks (36.5 m).
 39.4 6.4 4-corners; turn right, curving left with road (40.2 m),
 following main travel into
 41.6 2.2 **HASTINGS.** At postoffice turn left, taking next right,
 jog right and left around brick school-house, following
 main travel across RR. (41.9 m), curving left just be-
 yond. Recross tracks and follow telephone poles, cross
 iron bridge (45.2 m), and RR. (47.9 m).
 48.0 6.4 Immediately after crossing RR., turn left to 4-corners,
 recrossing tracks.
 49.0 1.0 4-corners—school on left; turn right.
 49.6 0.6 Immediately after crossing RR., turn left along tracks,
 following main travel to center of
 50.6 1.0 **WAURIKA.** Jog left and right around City Hall, run-
 ning straight out of town.
 51.3 0.7 Jog left and next right, cross iron bridge (52.1 m), going
 straight through all cross-roads.
 60.0 8.7 End of road; turn left with poles.
 61.5 1.5 Turn right, curving left across iron bridge (62.4 m),
 cross RR. just beyond.
 62.6 1.1 At old shed turn right through **Ryan** (63.0 m); cross 2
 RRs. (63.3 m) and turn left, following main travel almost
 straight ahead along tracks into
 70.8 8.2 **TERRAL, OKLA.** At hotel (on right) turn left, passing
 station, taking first right out of town, running down-
 grade (71.9 m).
 73.2 2.4 Two RR. crossings; regular highway to ferry goes ahead
 here, but in dry weather it is sometimes necessary to
 make use of the Rock Island RR. bridge. Road to ferry
 crosses tracks and curves left to river bank. Leaving
 ferry road goes straight ahead along R. I. tracks into
 77.3 3.9 **RINGGOLD.** Curve left past station and at postoffice
 and state bank (on left), turn right, passing church (on
 left—77.4 m); cross RR. (77.6 m).
 79.1 2.0 End of road; jog right and take next left along tracks,
 crossing small suspension bridge (83.2 m).
 83.8 4.7 Jog right across RR. and immediately left.
 87.8 4.0 End of road; turn left and next right along tracks into
 88.9 1.1 **STONEBURG.** Turn left across tracks and immediately
 right around station, crossing another RR. (90.1 m);
 turn left with road (90.6 m), crossing RR. just beyond.
 91.7 2.8 End of road; turn right and follow winding but direct
 road with main travel.
 98.1 6.4 End of road; turn right and next left.
 99.3 1.2 4-corners; turn right to RR. crossing at
 99.6 0.3 **BOWIE**—station on right. Cross tracks and immediately
 turn left, jogging left across RR. and immediately right
 (101.2 m).

Route 660**Kansas City Section**

- 104.1 4.5 End of road; turn right $\frac{1}{2}$ mile and then left along RR., passing **Fruitland** station (on right).
- 105.6 1.5 Turn right across RR.
- 106.0 0.4 End of road; turn left, following main travel in very heavy sand.
- 108.0 2.0 Jog left across RR. and immediately right.
- 109.2 1.2 **SUNSET**—station over to the right. Turn right across tracks and immediately left around station.
- 110.5 1.3 End of road; turn right, curving left with road and follow telephone poles and main travel, still on sandy road. Pass school (on right—113.2 m). **Caution** for bad stumps in road—road is close to tracks most of the way.
- 116.7 6.2 Turn left, passing brick school (on right) after turn, crossing RR. (117.2 m) to center of
- 117.5 0.8 **ALVORD**. Straight ahead through town.
- 119.0 1.5 Left-hand road; turn left across RR., follow winding road.
- 120.1 1.1 End of road; turn left and next right.
- 120.6 0.5 End of road; turn left, curving right just beyond.
- 121.3 0.7 End of road; turn right around school and next left past cemetery (on right—123.9 m).
- 127.1 5.8 Just after road curves right, turn left with poles.
- 129.7 2.6 End of road; turn right, cross RR. (120.1 m), bearing left, direct to center of
- 131.1 1.4 **DECATUR**—Public Square on right. Turn left, follow main travel with numerous right and left jogs straight out of town, avoiding left-hand road, cross RR. (134.4 m), curving right away from tracks (135.2 m).
- 135.7 4.6 Turn left, crossing RR. (136.4 m), follow along tracks past **Herman** station (137.1 m).
- 140.6 4.9 Jog right across RR. and immediately left, recrossing tracks (143.6 m), and again 145.3 m), pass **Rhome** station (on left—146.2 m), on winding road.
- 147.8 7.2 End of road; turn left across tracks, bearing right just beyond.
- 148.4 0.6 Immediately after road jogs left, turn right.
- 149.4 1.0 Right-hand branch road; turn right, cross RR. (149.7 m), curving left along another RR. (152.5 m), cross tracks (154.8 m), following close to same most of the way; pass **Hicks** station (on left—156.9 m), turning right away from RR. (160.0 m).
- 161.5 12.1 Turn left between church and cemetery (163.0 m).
- 163.3 1.8 **SAGINAW**—station straight ahead. Turn right along tracks, following main travel and telephone poles, picking up trolley, following same straight through **North Fort Worth** (168.9 m), cross 2 RRs. (170.0 m), same becoming Bluff St., which follow to center of
- 170.4 7.1 **FORT WORTH**—Court House straight ahead.

Route 661—Fort Worth, Texas, to Lawton, Okla.—170.4 m.

Reverse route, No. 660.

All the route matter between Kansas City and Fort Worth was taken by a Blue Book representative at the time of the 1910 Glidden Tour and we believe will be found in the main correct, although, due to such unfavorable conditions for taking route matter, certain points may not be very specific, particularly through towns.

MILEAGES

Total Intermediate

0.0	0.0	FORT WORTH. From Court House go north with trolley on Bluff St., crossing bridge over Trinity River (0.3 m), following trolley across RR. (1.3 m), straight through North Fort Worth (1.6 m), keeping right with RR. to
5.3	5.3	SAGINAW —station on right. Turn left, passing church and cemetery.
6.9	1.6	End of road; turn right, picking up telephone wires; follow same along RR. (on right), passing Hicks station (13.5 m), continuing with main travel across RR. (15.6 m), winding along tracks (on right). Bear right away from same (17.9 m), crossing RR. (20.7 m).
21.0	14.1	End of road; turn left.
22.0	1.0	Jog left and immediately right.
22.8	0.8	Immediately after crossing RR. turn right, following main travel along RR., past Rhome station (24.4 m).
25.3	2.5	Jog right and immediately left across RR.
27.0	1.7	Recross tracks and curve right.
30.0	3.0	Recross tracks again and immediately turn left, passing Herman station (33.5 m).
34.2	4.2	Turn left across RR.
34.9	0.7	End of road; turn right, running along tracks, and follow main travel, with numerous right and left turns, to end of street at
39.5	4.6	DECATUR —Public Square. Turn right, go straight out of town, avoiding right-hand road (40.0 m); cross RR. (40.5 m).
40.9	1.4	Turn left with telephone poles.
43.5	2.6	End of road; turn right, follow main travel past cemetery (46.7 m).
49.2	5.7	End of road; jog right, taking next left around school-house.
50.0	0.8	Turn right with poles.
50.5	0.5	Just after road curves left turn right, following winding road across RR.
51.6	1.1	Immediately after crossing RR. turn right along tracks. direct into

WARNING TO INFRINGERS: The Courts have held that the reproduction of a peculiar inaccuracy in the text of any copyright production, together with the general appropriation of information, constitutes sufficient evidence of fraud, and is punishable under the copyright law of July, 1909, by fine or imprisonment, or both.

Route 661

Kansas City Section

- 53.1 1.5 **ALVORD.** Straight ahead through town across RR. (53.4 m) and just after passing large brick school (on left—53.8 m) turn right, shortly meeting RR.; follow tracks on very sandy road past school (on left—57.4 m). **Caution** for bad stumps in road.
- 60.1 7.0 Turn left, continuing along RR. to end of road at
- 61.4 1.3 **SUNSET**—station on right. Turn right, cross tracks and immediately left.
- 62.6 1.2 Jog left across RR. and immediately right, following road with very heavy sand.
- 64.4 1.8 Turn right and immediately after crossing RR. (64.8 m) turn left, passing **Fruitland** station (on left—65.7 m).
- 65.8 1.4 Just beyond station bear right.
- 66.3 0.5 Left-hand road; turn left, following telephone poles.
- 69.2 2.9 Jog left across RR. and immediately right.
- 70.8 1.6 Turn right on brick pavement, crossing RR. at **Bowie** station.
- 71.0 0.2 Turn left with main travel.
- 72.3 1.3 Turn left with double line of telephone poles; follow winding but direct road.
- 78.7 6.4 Turn left, crossing RRs. (79.7 m & 80.3 m).
- 81.5 2.8 **STONEBURG**—station on left. Turn left across RR. and immediately right, going straight ahead along tracks, curving right away from same (82.1 m).
- 82.6 1.1 Turn right.
- 86.6 4.0 Jog right across RR. and immediately left, crossing small suspension bridge (87.2 m), following along tracks.
- 91.2 4.6 End of road; jog right and take next left, crossing RR. (92.8 m), just beyond take middle road with main travel to center of
- 93.3 2.1 **RINGGOLD**—Post Office and state bank on right. Turn left, keeping right at fork; pass station (on left), following along tracks (on right).
- 96.1 2.8 At this point the regular road goes ahead to ferry, although in dry weather automobiles are sometimes compelled to turn right here and cross the Red River on the Rock Island RR. bridge. If ferry is used, keep ahead on north bank of river, curving right across R. I. tracks (97.2 m) and just beyond curve left upgrade direct to main street of
- 97.5 1.4 **TERRAL, OKLA.** Turn left on Main St., passing station (on left), cross RR. and immediately turn right along tracks, going almost straight north along same with main travel.
- 107.0 9.5 Turn right across 2 RRs., curving left just beyond into
- 107.4 0.4 **RYAN.** Keep ahead to old shed (on right), where turn left, crossing RR. (107.9 m) and iron bridge just beyond; turn right.
- 108.9 1.5 Turn left with poles.

- 110.4 1.5 Turn right, go straight north through all cross-roads to first cross-road after iron bridge (118.3 m).
- 119.0 8.6 Cross-road; turn left and take next right on very wide street to center of
- 119.7 0.7 **WAURIKA.** Jog left and right around City Hall, taking first right; cross wooden bridge (119.9 m); follow along tracks, turning right across same (120.8 m).
- 121.5 1.8 4-corners—school-house on farther left; turn left across RR. (122.0 m).
- 122.4 0.9 4-corners; turn right, recrossing tracks; follow main travel and telephone wires, crossing iron bridge (125.2 m) and RR. (128.4 m). Immediately beyond tracks turn right.
- 128.5 6.1 Turn right, recrossing RR., taking middle road just beyond.
- 128.7 0.2 Turn right, take first left around brick school-house in **Hastings**; follow main travel on winding but direct road with telephone poles most of the way.
- 131.0 2.3 4-corners; turn left, jogging left and right across RR. (133.9 m).
- 137.4 6.4 At RR. straight ahead turn left into
- 137.8 0.4 **TEMPLE.** In center of town turn right 1 block and then left around McNeal & Thomas store; follow main travel out of town.
- 139.1 1.3 Turn left, taking next right with telephone poles across iron bridge (142.4 m).
- 143.4 4.3 4-corners; turn right and go straight ahead through all cross-roads, turning right and left across RR. (148.5 m—**Walter** station on left).
- 148.7 5.3 Turn left past brick school-house and take next right.
- 149.8 1.1 Turn left, going straight through center of **Walter**.
- 153.6 3.8 4-corners; turn right, avoiding left-hand road (154.9 m); go straight ahead with telephone poles, crossing RR. (160.4 m), straight through **Geronimo** (161.3 m).
- 163.3 9.7 End of road; turn left with poles.
- 163.5 0.2 Turn right with poles, crossing wooden bridge (164.5 m); follow main travel along tracks (on left).
- 169.3 5.8 End of road; turn left across RR.
- 170.0 0.7 4-corners; turn right. Immediately after crossing RR. turn left on asphalt for 1 block and then right 1 block to D Ave.; where turn left 1 block and right again to center of
- 170.4 0.4 **LAWTON**—City Hall on left.

Attention is called to the **Trunk Line Index Map** in Back of Book which shows more clearly than the chart the territory covered by this Volume.

Route 662—Lawton to Oklahoma City, Okla.—147.6 m.

Reverse route, No. 659.

All the route matter between Kansas City and Fort Worth was taken by a Blue Book representative at the time of the 1910 Glidden Tour and we believe will be found in the main correct, although, due to such unfavorable conditions for taking route matter, certain points may not be very specific, particularly through towns.

MILEAGES
Total Intermediate

0.0	0.0	LAWTON. From City Hall go north on 4th Ave., 3 blocks beyond hotel.
0.3	0.3	Turn left.
0.8	0.5	Turn right, following telephone poles.
3.4	2.6	Just after passing through gate keep left at fork (right-hand road goes to Fort Sill, over to right); follow poles through Indian Reservation, cross wooden bridge over Medicine Creek (7.3 m), avoiding right-hand road just beyond, passing through gate, leaving Reservation (9.6 m).
11.0	7.6	4-corners; turn right with poles, following good road across plains, passing school (on right—12.5 m), through Rohrer , passing Post Office (on right).
14.9	3.9	Fork; bear right.
16.1	1.2	Turn left along RR., going straight ahead through all cross-roads; pass school No. 53 (21.5 m).
22.0	5.9	Turn right, crossing RR. (22.8 m).
23.0	1.0	Turn right with telephone wires.
24.2	1.2	Turn left.
25.2	1.0	Jog right across iron bridge and immediately left to center of
27.0	1.8	APACHE —band stand in center of street. Keep ahead, jogging left and right (27.2 m), passing between two churches.
27.4	0.4	Turn left to end of street, where turn right and next left.
28.6	1.2	4-corners; turn right.
29.5	0.9	Turn left with single telephone wire, crossing RR. (31.2 m).
33.4	3.9	4-corners; turn right to
34.4	1.0	4-corners; turn left.
36.5	2.1	End of road; turn right down short, steep grade.
37.3	0.8	4-corners; turn left.
38.8	1.5	Turn right with poles.
39.7	0.9	End of road; turn left, curving right with road (40.7 m).
41.7	2.0	End of road; turn left.
42.7	1.0	At school (on right) turn right.
43.3	0.6	End of road; turn right with poles.
44.1	0.8	End of road; turn left.
45.0	0.9	End of road; turn right, taking first left and next right; pass large brick school-house direct to center of
45.7	0.7	ANADARKO —Court House and jail on right. Keep straight ahead with main travel through town, crossing RR. (45.9 m).
46.5	0.8	End of road; turn right and take next left with double

line of telephone poles; follow main travel on straight road with poles over rolling country, with one or two steep grades.

- 52.2 5.7 4-corners; for Verden turn left here, although telephone poles may be followed straight ahead, meeting this route at mileage (63.7 m). After turning left, cross RR. (52.8 m) and almost immediately turn right; cross wooden bridge (55.2 m).
- 56.0 3.8 **VERDEN.** Turn right on Main St. Immediately after crossing RR. at station, turn left along tracks, recrossing same (57.9 m).
- 59.2 3.2 End of road; turn right across RR. (59.6 m).
- 60.2 1.0 4-corners; turn left.
- 63.2 3.0 End of road; turn right away from tracks.
- 63.7 0.5 Cross-road with heavy telephone line; turn left, meeting direct route again, going straight ahead across RR. (65.2 m).
- 65.6 1.9 Turn left on asphalt pavement.
- 66.5 0.9 Hotel on farther right; turn right, passing fire station for
- 66.6 0.1 **CHICKASHA.**
 Chickasha Motor Car Co., 414 Chactaw Ave., Stock Michelin Tires.
 Turn left on Main St. 1 block, passing City Hall (on right); turn left about 3 blocks, where turn right.
- 67.0 0.4 Turn left across 2 RRs., crossing 2 more RRs. (67.2 m) and long wooden bridge (69.1 m).
- 73.9 6.9 End of road; turn left.
- 74.4 0.5 4-corners; turn right.
- 75.0 0.6 End of road; turn left with poles, following same across RR. (75.8 m); immediately turn right along tracks to
- 77.7 2.7 **POCASSETT**—station over to the right. Straight ahead on Main St., with poles, keeping middle road out of town. Road is straight ahead with telephone poles practically all the way for over 8 miles.
- 86.6 8.9 Turn right about 1 mile.
- 87.1 0.5 Turn left.
- 89.6 2.5 4-corners; turn right.
- 90.6 1.0 Left-hand road; turn left with poles.
- 91.5 0.9 4-corners; turn right with poles, winding through woods.
- 95.4 3.9 Turn right.
- 95.4 1.0 Turn left 1 mile.
- 97.4 1.0 4-corners; turn right, curving left along bank of river.
- 98.6 1.2 Turn right onto long iron bridge over south branch of Canadian River, going straight ahead across river bottoms and bad sand.
- 99.9 1.3 Turn left.
- 103.8 3.9 4-corners; turn right with poles.
- 104.8 1.0 4-corners; turn left for 1 mile.
- 105.8 1.0 4-corners—school on farther right; turn right, still with poles.
- 110.6 4.8 4-corners; turn left, passing right hand road (113.0 m).

Route 663**Kansas City Section**

- 113.8 3.2 One block after crossing RR., turn left on Grand Ave.; pass R. I. station and turn right on Wade St.
- 114.7 0.9 **EL RENO**, Brickford & Wade Sts.
El Reno Motor Car Co., 303 W. Hayes St. Stock Michelin Tires.
Turn left on Brickford St. with trolley, passing Elks Club (on left—114.8 m), passing RR. just beyond.
- 115.2 0.5 Turn left under RR., crossing RR. (115.9 m).
- 116.0 0.8 Just after RR. crossing, turn right with main telephone poles, turning left with same (117.0 m), going straight ahead through all cross-roads for over 11 miles, through **Yukon** (126.9 m), crossing RRs. (127.0 m & 128.7 m).
- 129.7 13.7 4-corners; turn right with telephone poles, crossing RR. (131.8 m).
- 132.9 3.2 Turn left with poles for 1 mile.
- 133.9 1.0 4-corners; turn right, going straight ahead across RR. (141.5 m).
- 142.3 8.4 Turn left, crossing RR. (142.8 m).
- 143.3 1.0 4-corners; turn right with poles, jogging left and right across RR. (143.9 m), following along tracks, bearing left across same (144.6 m); cross iron bridge (144.8 m); follow main travel in fairly heavy sand.
- 145.3 2.0 2nd St.; turn right on asphalt pavement, straight to
- 147.6 2.3 **OKLAHOMA CITY**—Court House.

Route 663—Oklahoma City, Okla., to Wichita, Kan.—218 m.

Reverse route, No. 658.

All the route matter between Kansas City and Fort Worth was taken by a Blue Book representative at the time of the 1910 Glidden Tour and we believe will be found in the main correct, although, due to such unfavorable conditions for taking route matter, certain points may not be very specific, particularly through towns.

MILEAGES
Total Intermediate

- 0.0 0.0 **OKLAHOMA CITY.**
From Court House (on left) go west on Main St.
- 0.4 0.4 Just after crossing RR. turn right on N. Western Ave., crossing RR. (0.6 m).
- 1.4 1.0 Jog right across trolley and immediately left onto Western Ave., following trolley past University Station (on left—1.7 m), running onto Classen Blvd.
- 3.0 1.6 W. 36th St.; turn right.
- 3.1 0.1 Turn left with heavy telephone cable (on right), running under RR. (4.9 m).
- 6.1 3.0 Curve left and immediately right, crossing RR. (6.7 m); follow main travel through Britton (6.8 m).
- 7.2 1.1 Jog slightly right and left, following along trolley line.
- 9.4 2.2 Avoid RR. straight ahead by bearing right with poles.
- 10.4 1.0 Turn left with double line of poles, crossing RR. (11.8 m); poles leave to the right (14.3 m); keep ahead with main travel, crossing 3 RRs. at
- 15.0 4.6 **EDMOND.** Just after passing station, turn right and next left with main travel.

- | | | |
|-------|------|--|
| 16.2 | 1.2 | End of road; turn right and at first cross-road turn left with telephone poles, crossing RR. (17.3 m). |
| 18.9 | 2.7 | Jog right across RR. and immediately left, following poles straight ahead across RR. (25.8 m) and iron bridge (26.3 m), crossing another RR. (28.7 m). |
| 29.1 | 10.2 | 4-corners, main telephone poles go straight ahead; turn right across RR.; take first left, crossing another RR. (29.5 m). |
| 30.2 | 1.1 | Turn right, meeting telephone poles, crossing RR. (30.7 m); curve left with poles and right (31.5 m), following main travel with numerous left and right turns. |
| 32.6 | 2.4 | Turn right onto asphalt street. |
| 33.3 | 0.7 | At end of asphalt paving, turn right across iron bridge, taking first left across RR. to center of |
| 33.6 | 0.3 | GUTHRIE , City Hall on left. Keep straight ahead past City Hall. |
| 34.1 | 0.5 | High St. ; turn left, passing Logan School (on right), across RR. (34.7 m), iron bridge and RR. (34.8 m). |
| 35.3 | 1.2 | Jog left and right with main travel, following double telephone poles across 2 RRs. (36.4 m) and long wooden bridge over Cimмерon River (36.6 m), following poles with main travel on sandy road for over 7 miles; cross RR. (37.1 m). |
| 40.0 | 4.7 | Fork; bear right with poles across RR., crossing suspension bridge over Skeleton River (41.0 m). Caution for some very rough hills. Cross RR. (45.7 m). |
| 46.3 | 6.3 | End of road; turn right across RR. (47.1 m). |
| 47.4 | 1.1 | 4-corners; bear left with poles, going straight through Mulhall . |
| 48.0 | 0.6 | Jog left and immediately right across RR. |
| 53.3 | 5.3 | 4-corners; turn right with poles. |
| 54.8 | 1.5 | Fork; bear left with poles, following main street straight through Orlando (54.9 m). |
| 55.3 | 0.5 | Bear right along tracks, following main telephone poles straight ahead through all cross-roads, crossing RR. (64.1 m). |
| 66.8 | 11.5 | 4-corners; turn left around school-house and follow telephone poles. |
| 70.7 | 3.9 | 4-corners, school on far right; turn right. |
| 76.7 | 6.0 | 4-corners, school on far left; turn left and go straight ahead for nearly 23 miles, crossing RRs. (94.1 m & 97.7 m). |
| 99.3 | 22.6 | 13th St. ; turn left. |
| 100.0 | 0.7 | Broadway ; turn right on asphalt paving, crossing RR. (100.6 m), following trolley to center of |
| 100.8 | 0.8 | ENID , Court House on far right. |

Turn right on New Grand Ave. (101.4 m); turn left and next right at station across RR., jogging left and right just beyond across wooden bridge (102.0 m), going straight ahead across RRs. (103.1 m & 104.9 m).

Route 663**Kansas City Section**

- 105.9 5.1 4-corners; turn left, crossing RRs. (106.3 m & 107.3 m).
- 114.1 8.2 Turn left with single telephone wire, curving right (114.7 m) into
- 115.0 0.9 **KREMLIN**. Keep straight ahead.
- 115.1 0.1 End of road; turn right.
- 115.7 0.6 Turn left with wires, curving right with same (119.2 m).
- 119.4 3.7 Left-hand road; turn left, curving right with road (124.6 m) past **Pond Creek Station** (124.9 m), crossing long wooden bridge over Salt Fork River (125.5 m).
- 126.0 6.6 Turn left with single telephone line, turning right with same (126.6 m).
- 127.1 1.1 Turn left.
- 131.0 3.9 4-corners; turn right.
- 132.0 1.0 Turn left and go straight ahead, curving right across RR. (134.8 m).
- 136.6 4.6 4-corners; turn right with poles to center of
- 137.4 0.8 **MEDFORD**. Keep straight ahead to station, where turn left and curve right across RRs. (137.6 m & 137.9 m).
- 139.6 2.2 Turn left, leaving poles, crossing RR. (143.1 m).
- 147.5 7.9 4-corners; turn right and follow telephone poles and main travel into
- 149.6 2.1 **RENFROW**. Jog right a block and then left, passing station (on right); just beyond curve right across tracks and go straight ahead with poles.
- 156.3 6.7 Jog left and immediately right through irregular 4-corners, crossing state line into Kansas (157.0 m). **Caution** for dangerous left and right turns across RR. (157.6 m), following direct road into
- 159.8 3.5 **CALDWELL**. At National Bank (on left) turn right, crossing RRs. at station (on right). Road is straight ahead through all cross-roads. Cross iron bridge (166.5 m).
- 166.6 6.8 After crossing iron bridge, turn left across RR. at **Drury** station; immediately beyond tracks turn right, taking next left with main travel.
- 167.4 0.8 4-corners; turn right.
- 170.3 2.9 End of road; turn left.
- 170.8 0.5 Turn right with telephone wires, crossing RR. (171.5 m)
- 171.8 1.0 **SOUTH HAVEN**, large scales on right; turn left, following telephone poles, crossing RR. (172.7 m). Road is straight ahead for over 13 miles with main telephone poles.
- 185.6 13.8 Shortly after crossing iron bridge turn right with 2-arm telephone poles, taking first left, crossing RR. (186.0 m) to center of
- 186.7 1.1 **WELLINGTON**, City Hall on left.
Keep straight ahead through town on Washington St., avoiding right-hand road (187.3 m).
- 187.8 1.1 4-corners; turn right and take first left.
- 190.7 2.9 End of road; turn right and take first left, passing school (on right after turn); follow main telephone poles

Kansas City Section**Route 664**

through all cross-roads, crossing RR. (194.4 m), bridge over Ninnescah River (198.9 m), crossing another RR. (199.0 m).

199.6	8.9	End of road; turn right, crossing RR. (199.9 m).
200.6	1.0	4-corners; turn left with double line of telephone poles, passing Peck school-house (on left—202.5 m); cross RR. just beyond and another RR. (203.8 m).
215.5	14.9	4-corners; turn right—long row of poplar trees on left.
216.3	0.8	4-corners; turn left crossing RRs. (216.4 m)..
216.9	0.6	Running onto asphalt pavement on Seneca St., which follow with trolleys.
217.1	0.2	Douglas Ave. , Masonic Home on left; turn right with trolley, avoiding RR., crossing Arkansas River (217.9 m).
218.0	0.9	WICHITA.

Route 664—Wichita, Kan., to Kansas City, Mo.—236.6 m.

Reverse route, No. 657.

All the route matter between Kansas City and Fort Worth was taken by a Blue Book representative at the time of the 1910 Glidden Tour and we believe will be found in the main correct, although, due to such unfavorable conditions for taking route matter, certain points may not be very specific, particularly through towns.

MILEAGES

Total Intermediate

0.0	0.0	WICHITA. From hotel go west on Douglas Ave.
0.2	0.2	Turn right on Lawrence Ave., crossing RR. (2.1 m).
2.8	2.6	Dold Packing Co. on farther left; turn left on 21st St.
3.3	0.5	Turn right, meeting heavy telephone line, across RR. (3.7 m), straight ahead to
7.3	4.0	End of road; turn left away from RR., crossing RRs. (7.5 m) to first
7.8	0.5	Right-hand road; turn right with poles, crossing 3 RRs. (8.8 m).
10.7	2.9	End of road; jog right and immediately left, following poles. Road is straight ahead with poles for almost 14 miles.
24.4	13.7	4-corners; turn right, still with poles.
24.9	0.5	4-corners; turn left with poles.
25.8	0.9	4-corners; turn right through center of Newton (26.3 m). Road is straight for 11 miles.
37.0	11.2	4-corners; turn left with poles half a mile.
37.5	0.5	4-corners; turn right with poles.
37.9	0.4	Turn left, still with poles, straight through Elbing.
38.3	0.4	End of road; turn right across RR.
39.0	0.7	4-corners; turn left, following poles straight through all cross-roads.
45.2	6.2	Turn left with poles, following main travel across RRs. to center of
46.4	1.2	PEABODY. Keep ahead through town.
47.3	0.9	4-corners; turn right with poles.
47.7	0.4	4-corners; turn left.
49.6	1.9	Turn right with poles.
50.6	1.0	Turn left and go straight ahead for over 9 miles.

Route 664

Kansas City Section

- | | | |
|-------|-----|--|
| 59.2 | 8.6 | 4-corners; turn right past cemetery, turning left along RR. (59.7 m). |
| 60.5 | 1.3 | Turn left away from tracks, turning right (60.8 m) to |
| 61.0 | 0.5 | FLORENCE , band stand in center of street. Keep ahead across bridge, bearing left just beyond, crossing RRs. (61.5 m & 62.0 m), following main travel on winding road in sight of tracks most of the way. |
| 66.4 | 5.4 | Turn left with poles. |
| 67.4 | 1.0 | Turn right with poles. |
| 69.8 | 2.4 | End of road; turn left and follow poles past school (on right—70.8 m). |
| 71.3 | 1.5 | Turn left along tracks. |
| 71.4 | 0.1 | Turn left, still with poles, and follow same on winding but direct road. |
| 73.7 | 2.3 | CLEMENTS . Straight ahead with wires a short distance. |
| 73.9 | 0.2 | Turn left, still with poles. |
| 74.4 | 0.5 | End of road; turn right and take next left. |
| 75.0 | 0.6 | End of road; turn right and follow poles on winding road within sight of tracks most of the way. |
| 79.3 | 4.3 | Immediately after crossing tracks, bear left along same to end of road at |
| 81.0 | 1.7 | ELMDALE , station on left. Turn right with poles, following direct road; curve left, leaving wires (82.3 m), crossing iron bridge over Cottonwood River (82.5 m), immediately going up long, rough grade; follow winding but direct road over rolling country. |
| 87.3 | 6.3 | Turn right on Main St. to center of |
| 87.5 | 0.2 | COTTONWOOD FALLS . Jog left and immediately right around Court House, turning left again at farther side of same across RR. (87.7 m). |
| 88.4 | 0.9 | Fork; this route keeps to the right, although we are advised that the left-hand road, which meets this route again at (92.9 m) is preferable in dry weather, although we were unable to get the specific running directions. After keeping right at fork, cross RR. (88.7 m) and turn left (88.9 m) past stone quarry (on right), crossing old RR. just beyond and again at (90.3 m). Caution for bad iron bridge (91.2 m), running up steep grade just beyond. |
| 92.0 | 3.6 | Left-hand road; turn left, crossing stone bridge (92.4 m). |
| 92.9 | 0.9 | 4-corners; turn right with poles. |
| 93.8 | 0.9 | 4-corners; turn left with poles, crossing RR. (95.7 m). |
| 95.8 | 2.0 | Just after crossing RR. turn right with poles, jogging right and left across tracks (98.5 m), following main travel within sight of RR. over rough country. |
| 100.1 | 4.3 | Turn left with poles along track (on left). |
| 102.1 | 2.0 | PLYMOUTH , station on left. Keep straight ahead. |
| 103.4 | 1.3 | Jog left across RR. and immediately right, bearing left away from tracks (104.5 m), following poles straight ahead, running onto brick pavement (109.8 m). |

110.3 6.9 **EMPORIA.**

C. D. Husted & Co., 726-8 Commercial St., Stock Michelin Tires.

Keep straight ahead past hotel, turning right (110.4 m) across RRs. (110.9 m & 111.3 m), following telephone poles all the way.

114.6 4.3 Fork; keep left across iron bridge.

115.0 0.4 **Caution** for sharp left and right turn, continuing straight ahead through all cross-roads with telephone lines.

124.5 9.5 End of road; jog right across tracks and immediately left, passing small town of Lebo over to left, continuing through all cross-roads.

131.4 6.9 4-corners, school No. 28 on right; turn right.

132.3 0.9 4-corners; turn left with poles on rather rough dirt road, passing Blue Grass Ranch (on right—132.5 m).

140.5 8.2 Fork; bear right, crossing RR. into

140.8 0.3 **WAVERLY.** Keep straight ahead through town across RR. and iron bridge.

144.0 3.2 4-corners; turn left with poles, crossing RR. (145.3 m).

145.8 1.8 4-corners; turn right, crossing RR. into

146.3 0.5 **ARCOLA.** Keep straight ahead through town, following poles across RR. (148.5 m).

148.7 2.4 4-corners; turn right crossing RR. (149.1 m).

149.6 0.9 End of road; turn left, still with poles, crossing RR. (150.7 m).

152.1 2.5 End of road; turn right.

152.8 0.7 Immediately after crossing iron bridge keep right with poles across RR. (153.7 m), following telephone poles with main travel, crossing RR. (156.9 m) and again at Ransomville (157.8 m).

158.2 5.4 4-corners; turn left 1 mile.

159.2 1.0 4-corners; turn right, still with poles.

162.1 2.9 Point of 5 roads; take left-hand road straight ahead through all cross-roads, following main travel and poles.

168.9 6.8 4-corners; turn right with poles, crossing RR. (169.8 m).

169.9 1.0 4-corners; turn left, still with poles, running onto pavement (170.5 m) to center of

171.3 1.4 **OTTAWA,** Court House on right.

Lemaster & Bennett, 707-9 N. Main St., Stock Michelin Tires.

Keep straight ahead on Main st.; cross bridge over river.

172.4 1.1 4-corners; turn right with poles passing cemetery (on right—173.7 m). Go straight ahead for over 7 miles, crossing suspension bridge (176.5 m).

182.5 10.1 4-corners, school on farther right; turn left with poles, passing cemetery (on right—186.4 m), jogging left and right with road (187.9 m) and right and left (188.5 m).

189.5 7.0 Turn left with poles across RR. at **Wellsville** station (189.8 m).

190.4 0.9 End of road; turn right.

190.8 0.4 4-corners; turn left with wires for 2 miles.

192.8 2.0 4-corners; turn right, still with poles.

196.0 3.2 Avoid RR. crossing by turning left with poles.

Route 664**Kansas City Section**

- 196.5 0.5 **EDGERTON.** Turn left around Edgerton Hardware Co. for 1 block, then turn right.
- 196.8 0.3 Right-hand road; turn right and follow main travel with numerous left and right turns, crossing iron bridge (197.0 m).
- 197.4 0.6 Fork; keep left with poles.
- 198.3 0.9 4-corners; turn right.
- 198.8 0.5 Left-hand road; turn left, passing stone school (on right —199.2 m).
- 200.7 1.9 Turn right with poles straight to center of
- 204.1 3.4 **GARDNER,** Post Office on left. Keep straight ahead through town.
- 205.0 0.9 Fork; keep right across RR., following telephone poles.
- 210.0 5.0 **BONITA,** station on right. Immediately after crossing 2 RRs. turn left.
- 211.4 1.4 Just after crossing RR. turn right.
- 213.9 2.5 4-corners; turn left with one line of telephone poles and take first right across RR. (214.2 m) on Chestnut St. to center of
- 214.8 0.9 **OLATHE.** Keep ahead on brick pavement to one block beyond trolley, crossing and turn right on Santa Fe St.
- 215.2 0.4 Fork; keep left with poles, following same on direct road, crossing RR. and trolley at **Pleasant View** (217.7 m).
- 219.0 3.8 End of road; bear left, still with poles, curving right along RR.
- 219.6 0.6 Left-hand road; turn left with wires.
- 220.7 1.1 End of road; bear left, crossing 2 RRs. at **Lenexa Station.**
- 222.0 1.3 Immediately after crossing tracks turn right around station, jogging left and right at white church, following poles and main travel along RR.
- 224.5 2.5 4-corners; turn right with poles.
- 225.0 0.5 4-corners; turn left and take next right, still with poles, over one or two hills.
- 226.9 1.9 Cross-road with trolley in **Shawnee**; turn right and from here into city follow boulevard, practically all the way with trolley.
- 227.9 1.0 Cross small bridge and immediately turn left, passing **Merriman P. O.** (on right).
- 232.4 4.5 Jog left one block and then right, following trolley through **Rosedale** (132.6 m); same thorofare becoming Southwest Blvd., which follow all the way into city, crossing RRs. (232.7 m & 234.3 m), running over RR. viaduct (234.5 m), crossing RR. (235.9 m), following trolley to
- 236.0 3.6 Grand Ave.; turn left to center of
- 236.6 0.6 **KANSAS CITY,** 12th St. & Grand Ave.

Inter State Garage, Locust & Eleventh Sts.

For city map, see page 1019. For diverging routes, see **Index map**, page 987.

For through connections, see **Trunk-line Chart**, inside front cover.

LOUISVILLE SECTION**ROUTES 701 TO 720.**

Route Center—Intersection of Jefferson and Sixth streets at the Courthouse and City Hall is taken as a starting point for routes out of Louisville, as it is on the edge of the business center and convenient to hotels and garages.

Points of Interest—Louisville, sometimes known as the "Falls City," was first laid out by Dr. John Conly in 1773, though it was almost five years later before Gen. George Rogers Clark settled at the Falls of the Ohio with his soldiers and named the city after Louis XVI of France. Since that time the growth of the city has been on a steady increase, until today it is not only the largest city in Kentucky, but an important gateway to the South. In 1890 Louisville was visited by a terrific tornado, which swept through the heart of the city, destroying almost everything to a width of nearly 800 feet, killing seventy-six persons, with a property loss of \$3,000,000. It is the largest leaf tobacco market in the world and is second in the production of manufactured tobacco. The sale of Kentucky whiskies is also very extensive and its mule market rivals that of St. Louis. Other important industries are pork packing, brewing, steel, iron and leather. Among the more prominent buildings of Louisville are the Custom House, Chestnut and Fourth streets; Louisville Public Library at York and Fourth streets, which in addition to over 100,000 volumes has an art gallery and a small museum, including the "Troost collection of minerals"; Farmers' Tobacco Warehouse on Main street; University of Louisville, Chestnut and Eighth streets. The Zachary Taylor monument is near his old home about five miles east of the city. Louisville and vicinity is well supplied with fine streets, boulevards and parks, Cherokee Park, on the eastern edge of city, being one of the most beautiful in the country. In addition to this there is Shawnee Park on the west and Iroquois Park on the south, with numerous other smaller parks scattered throughout the city. From



Route 701

Louisville Section

Cave Hill Cemetery on the eastern edge of the city some excellent views are afforded, as it is on high ground. The Lincoln farm, about sixty miles south of Louisville, is now being connected with the city by a modern boulevard. A great many tourists will be well repaid by continuing on to Mammoth Cave.

Lexington, a thriving city of about 40,000 inhabitants, is best known as the metropolis of the famous "Blue Grass Country." It is also one of the chief horse and cattle markets of the Middle West. It is the site of the University of Kentucky and State Agricultural and Mechanical College. The blue grass region, which covers an area of about 10,000 square miles, is a rolling, fertile plateau. The soil is rich and agriculture, particularly the raising of tobacco and hemp, is carried on with great success. Its characteristic feature, however, consists of the celebrated pastures of "Blue Grass," and the stock farms are numerous in the vicinity of Lexington. Probably more famous horses have been bred and raised from these farms than any other section of the world. Among the most famous stock farms is "Ashland," formerly the home of Henry Clay, now the property of his granddaughter, Mrs. McDowell. Other notable farms are "Woodlawn," fifteen miles from Lexington, the home of "Maude S" and "Popular Hill," seven miles north of Lexington, where Mr. Hart Boswell raised the famous "Nancy Hanks."

Route 701—Louisville to Indianapolis—123.4 m.

Route map, page 557

Reverse route, No. 233

Via SCOTTSBURG and COLUMBUS. Gravel road most all the way. Some stretches between Henryville and Seymour dirt road, but no trouble will be found on this route except in very wet weather.

MILEAGES Total Intermediate

0.0	0.0	LOUISVILLE , Jefferson & 6th Sts. (Court House and City Hall on right). Start west on Jefferson St., crossing RR. (Penn. freight offices on right) to
1.8	1.8	26th St. Turn right on asphalt pavement—trolley comes in at (2.0 m) and leaves again to the right (2.2 m).
2.7	0.9	Bank St. (meeting trolley). Turn left to
3.1	0.4	33rd St. , just after crossing RR. Turn right on 33rd St., jogging left and right across Portland Ave. to southern end of
3.4	0.3	Bridge over Ohio River (toll 35c); keep right across bridge (RR. tracks in center); leaving bridge, bear slightly right, running onto Vincennes Ave.; cross a number of RR. tracks in
4.4	1.0	NEW ALBANY , Spring St. & Vincennes Ave. Note—Road to the left leads to French Lick Springs—route No. 703. Continue straight ahead on Vincennes Ave. to
5.4	1.0	Prominent cross-street on edge of town; turn right with trolley line, passing cemetery (on right—5.6 m); follow direct road with main telephone line.
7.9	2.5	Turn left with main travel, and right just beyond at schoolhouse (on left); follow telephone poles past 2 schoolhouses (9.6 m), and cemetery (11.0 m); straight past red house at 4-corners (11.7 m). Road is direct to
12.9	5.0	SELLERSBURG —4-corners. Straight on with trolley, shortly bearing left along RR. track; follow direct road, crossing trolley a number of times, passing Louisville Cement Co. (on right—14.0 m); bear right, cross iron bridge; follow direct road to its end at

Louisville Section

Route 701

- 18.8 5.9 **MEMPHIS** (station on right). Turn right, cross tracks and immediately left; follow along close to tracks to
- 20.6 1.8 Prominent 4-corners; turn right away from RR., bearing left just after crossing iron bridge; follow winding but direct road to
- 22.5 1.9 4-corners, top of grade; turn left, downgrade to
- 23.1 0.6 End of road; turn left, cross iron bridge, and immediately right into
- 23.2 0.1 **HENRYVILLE** (postoffice on right). Turn left, cross tracks, up slight grade to first
- 23.3 0.1 Right-hand road; turn right on direct road out of town—avoiding road to the right under RR. (23.6 m). Straight on with trolley to
- 24.3 1.0 Right-hand road (Indiana Reservation station on left). Turn right, cross RR., pass schoolhouse (24.6 m), jogging left and right to
- 25.2 0.9 4-corners; turn left on winding road through woods, running in creek bed in one or two places, to
- 27.3 2.1 End of road; turn left and next right, running along RR., jogging right and left (28.3 m) to
- 28.5 1.2 **UNDERWOOD**—end of road. Turn left, cross tracks, and immediately right, running between trolley and RR. a short distance; cross trolleys (29.4 m); road is direct to
- 31.6 3.1 End of road; turn right with telephone poles, cross iron bridge, trolley and RR. into small hamlet of **VIENNA**—4-corners. Straight through to
- 32.1 0.5 4-corners at top of grade; turn left, shortly running down steep grade, across iron bridge, on direct road to
- 34.7 2.6 **SCOTTSBURG** (Court House on right). Straight through to
- 35.0 0.3 Prominent cross-road, edge of town; turn left, cross RR. and trolley—passing brick plant on left.
- 35.4 0.4 End of road; turn right; follow telephone poles to
- 36.1 0.7 Right-hand road; turn right, follow poles across trolley and RR. (37.3 m), bearing left on winding narrow road, close to creek, to
- 39.3 3.2 End of road; turn left, cross iron bridge, upgrade to
- 39.6 0.3 Right-hand road; turn right, passing schoolhouse (41.5 m) to
- 42.5 2.9 4-corners; turn left with double telephone line on low-bottoms road to
- 43.5 1.0 End of road; turn right, follow winding but direct road across bridge (43.8 m), bearing left with main travel (44.2 m), and right (45.6 m) to center of
- 45.8 2.3 **CRUTHERSVILLE**—4-corners. Turn right, and left just beyond; straight out of town—avoiding road to left—to
- 46.8 1.0 End of road; jog right and next left, crossing iron bridge (47.5 m), bearing right with main travel (48.3 m), pass creamery (on right—49.2 m), through
- 49.5 2.7 **UNIONTOWN** (church on right). Straight through, fol-

Route 701

Louisville Section

- lowing main telephone line past brick school (52.6 m); cross iron bridge (53.8 m) to
- 54.3 4.8 3-corners; turn left with telephone poles, across iron bridge; follow direct road, and avoiding all intersecting roads; pass wood schoolhouse (55.8 m) to
- 56.1 1.8 End of road; turn right, and left just beyond with road, running downgrade over RR. bridge (57.1 m), past cemetery (57.5 m) to
- 58.1 2.0 Prominent cross-road (school on right); turn right, follow direct road, same thoroughfare becoming Walnut St.; jog right, and immediately left (60.1 m), cross RR. (60.3
- 60.4 2.3 **2nd St.** Turn right to center of
- 60.5 0.1 **SEYMOUR.** Continue through on 2nd St.; cross RR. to
- 60.7 0.2 **Ewing St.** Turn left, crossing RR. (61.2 m), passing 2 cemeteries (on left) to
- 61.8 1.1 Irregular 4-corners; bear right with telephone poles, past cemetery (on left) to
- 62.6 0.8 4-corners, just after church and stand-pipe. Turn left, cross RR. and 2 iron bridges; follow main traveled road
- 64.2 1.6 Right-hand road (road straight ahead upgrade); turn right with telephone line, crossing telephone line on winding road, past schoolhouse (65.8 m) to
- 66.0 1.8 Right-hand road; turn right, cross RR. and follow poles on direct road to eastern edge of
- 69.0 3.0 **JONESBURG** (brick school on left). Straight on.
- 70.1 1.1 Jog right and left through irregular 4-corners, still with telephone line, on direct road to
- 72.3 2.2 Right-hand road (brick school on right); turn right, through small town of **Waynesville.**
- 73.4 1.1 End of road; turn left to next
- 73.7 0.3 Right-hand road—RR. crossing straight ahead. Turn right along tracks to
- 74.9 1.2 End of road; jog right, and immediately left with poles
- 75.6 0.7 **WALESBORO.** Straight through, within sight of tracks,
- 79.5 3.9 End of road; turn right, crossing long iron bridge over Driftwood River, and RR., on 2nd St., to
- 79.9 0.4 Washington St. Turn left to center of
- 80.1 0.2 **COLUMBUS,** Court House on left.
Ogden Garage, 308 Fourth St.
Continue through on Washington St.; cross RR. to
- 80.4 0.3 8th St. Turn left, crossing RR. to
- 80.6 0.2 End of street; turn right, and left just beyond; follow direct road through covered wooden bridge (80.9 m), running along RR. for a short distance, bearing away from same (82.3 m), bearing right with road just beyond; pass church and cemetery (83.6 m) to
- 84.1 3.5 End of road just after road turns right; turn left along RR. to
- 86.7 2.6 Left-hand road (poor road straight ahead); turn left, and right just beyond, to

Louisville Section

Route 701

- 87.4 0.7 **TAYLORVILLE**—end of road. Turn left to next
- 87.7 0.3 Right-hand road; turn right, with telephone line; follow almost straight road, bearing right past cemetery (91.3 m) to second
- 91.5 3.8 Left-hand road; turn left, passing through edge of
- 92.0 0.5 **EDINBURG** (center of town to the right). Straight through to
- 92.1 0.1 End of street (blacksmith shop on right). Turn left, and right just beyond at brick flour mill; cross long iron bridge; follow telephone line to
- 93.0 0.9 Right-hand branch road—telephone line divides; turn right, past brick school (on right—94.3 m); straight on, past Forest Ridge stock farm (95.8 m), running down-grade, crossing long iron bridge; pass cemetery (on left—97.0 m); cross trolley (97.4 m) to
- 97.8 4.8 **AMITY**. Straight through, on main-traveled road; cross iron bridge (98.0 m), bearing left, cross trolley, and right just beyond (98.3 m) to
- 102.0 4.2 **South St.** (trolley crossing just ahead). Turn left, cross long iron bridge to
- 102.2 0.2 **Home St.** Turn right, crossing iron bridge—trolley comes in from the right just beyond. Follow same 1 block to
- 102.5 0.3 **Main St.** Turn left, leaving trolley, through center of
- 102.7 0.2 **FRANKLIN** (Court House on left). Continue through on Main St.; cross RR. to
- 102.9 0.2 **Walnut St.** (small power plant on left). Turn right on brick pavement, following same straight out of town, bearing left (103.6 m), picking up trolley; follow same to
- 108.0 5.1 **WHITELAND**. Straight through with trolley, past school (110.0 m); follow direct road to
- 112.4 4.4 **GREENWOOD**. Straight on, past cemetery (112.9 m), through
- 116.0 3.6 **SOUTHPORT**. Continue straight through to
- 117.6 1.6 **EDGEWOOD**. Straight on, still with trolley—trolley leaves to the right (118.6 m); pass baseball park (120.1 m); bear slightly right through 5-corners (120.7 m); cross RRs. (121.5 m & 121.8 m), running onto Madison Ave.; follow same—trolley leaves to right (122.4 m)—cross RR. (122.5 m); bear right on Meridian St. (122.9 m); follow same across RR. at Union Station, to center of
- 123.4 5.8 **INDIANAPOLIS**, Soldiers' Monument.

The New Denison Hotel, Ohio & Pennsylvania Sts.

The Claypool Hotel.

Hotel English, West side of "Circle."

Meridian Auto Co., 724 N. Meridian St.

Fox Garage, 516 N. Capitol Ave.

Indiana Auto Co., 323 Massachusetts Ave., Stock Michelin Tires.

The Guarantee Tire & Rubber Co., 208 Illinois St., Stock Michelin Tires.

For city map, see page 461. For diverging routes, see Index map, page 285.

For through connections, see Trunk-line Index map, front of book.

Route 703—Louisville to French Lick Springs—58 m.

Route map, page 557

Reverse route, No. 262

Via PAOLI; over the old VINCENNES-NEW ALBANY TURNPIKE; a toll road nearly all the way, with three charges of 20c to 30c each. Although surface is good, CAUTION should be used for numerous water bars. Beautiful road over rolling wooded country.

MILEAGES

Total Intermediate

(For this and optional exits, see Louisville city map, page 1057.)

0.0	0.0	LOUISVILLE ,—Court House on right; Jefferson & 6th Sts. Start west on Jefferson, cross RR. (0.8 m) to
1.8	1.8	26th St. Turn right on same with asphalt pavement, picking up trolleys a short distance beyond,—same leaving to the right (2.4 m). Straight ahead to
2.7	0.9	Bank St. Turn left on same,—meeting trolleys; cross RR. (3.0 m) to
3.1	0.4	33rd St. Just beyond RR.; turn right on same, jogging left and immediately right across Portland Ave.; straight ahead to southern end of long iron bridge over Ohio River—toll 35c; leaving northern end of bridge, bear right across a number of RR. tracks on Vincennes Ave. (RR. station on right). Straight on a short distance to
4.5	1.4	Spring St. ,—bank building on farther right-hand corner; turn left on Spring St. with trolley, cross RR. (4.7 m), bearing right with same to center of
5.5	1.0	NEW ALBANY , State & Spring Sts.,—City Hall on left; turn right on farther side of City Hall, following trolleys straight out of town;—trolleys end (6.5 m).
7.6	2.1	Tollgate —charge 25c. Straight on with telephone line, following winding beautiful road over rolling country to
9.6	2.0	MOOREVILLE . Straight through with telephone line, pass church (10.0 m) and schoolhouse (11.6 m) to
14.0	4.4	GALENA . Still with telephone line, go straight on to
17.0	3.0	GREENVILLE . Straight through
17.3	0.3	Tollgate (charge 20c). Straight on, pass school (18.8 m)
23.9	6.6	PALMYRA . Straight through to
28.7	4.8	FREDERICKSBURG (tollgate on left—charge 25c). Straight on through covered wooden bridge, upgrade; follow direct road to
33.8	5.1	HARDINSBURG . Bear right up steep grade, pass cemetery (on left—46.2 m) to
46.4	12.6	4-corners (large brick school on right). Turn left to center of
46.6	0.2	PAOLI , Public Square. Jog right and left half way around square, then straight on, bearing right over RR. (47.7 m), pass cemetery (on right—52.6 m) and over wooden bridge (53.0 m); through beautiful winding valley road; cross iron bridge (55.1 m) to prominent
56.0	9.4	Left-hand road just at the top of small grade (store on farther corner). Turn left , cross wooden bridge, bearing right over RR. (56.3 m) to center of
56.8	0.8	WEST BADEN . Just after passing business center, bear left away from trolleys, and right just beyond, on old

stone road; **Colonial Hotel** a short distance to the right (57.1 m); straight on to

57.5 0.7 End of road; turn right, follow road across iron bridge and RR. (57.8 m) to

58.0 0.5 **FRENCH LICK SPRINGS.**

French Lick Springs Hotel.

Grand Hotel.

For diverging routes, see Index map, page 557.

Route 704—Louisville to Mammoth Cave, Ky.—116.0 m.

Via Bardstown, New Haven and Cave City. The first part of the route is over macadam road; the last part being old State Road, which is rocky and rather poor.

Mileage for this route is furnished through the courtesy of the White Company, Cleveland, Ohio.

MILEAGES Total Intermediate

(For city map of Louisville, see page 1057.)

0.0 0.0 **LOUISVILLE**, 4th & Walnut Sts.

From **Hotel Seelbach** (on right) go south 3 blocks to

0.3 0.3 **Broadway**; turn left and go straight ahead across RR. (1.5 m).

2.0 1.7 Bear right, passing cemetery (on left), following trolley

2.3 0.3 Fork, bear left, still with trolleys;—avoid road to the right (4.3 m)

4.8 2.5 Cross trolley and at fork just beyond, bear right; cross RR. (7.7 m); continue straight ahead on direct road through covered bridge (17.6 m). Avoid road to the left where road curves right and left (18.2 m); go straight to

20.5 15.7 **MT. WASHINGTON.** Go through town to farther edge, where turn right around stone wall (on right), and immediately beyond turn left, crossing bridge over Salt River (23.9 m); continue on direct road through covered bridges (27.2 m & 33.1 m). Straight through 4-corners (34.0 m), crossing RR. (39.8 m); straight ahead to center of

40.4 19.9 **BARDSTOWN**—Court House Square.

Turn square right, passing hotel (on left).

40.7 0.3 Fork just after passing church with white columns; bear left with main telephone line. Continue on direct road through bridge (48.1 m), straight through **New Haven** (55.1 m); cross RR. (55.2 m) and again at **Athertonville** (57.2 m). Avoid roads to the right at (58.4 m & 62.7 m); continue straight ahead to

69.1 28.4 **BUFFALO.** Straight ahead, going through **Magnolia** (74.7 m); pass road (on right—75.3 m), and road (on left—82.8 m); cross bridge over Green River (85.2 m); tollgate—40c. Go straight through **Canmer** (87.7 m) and **Hardyville** (90.6 m);—avoid road to the left. Keep straight ahead through crossroads (92.5 m) and **Uno** (95.0 m).

99.4 30.3 **BEAR WALLOW.** Just after passing crossroads and store, bear right with wires, going straight through crossroad (102.3 m); pass planing mill (on right—105.2 m)—(gasolene may be purchased here).

Route 705**Louisville Section**

- 105.5 6.1 Just after passing school, turn right into **Cave City**; cross RR. (105.8 m)—avoiding road to the left (110.1 m).
 110.5 5.0 Fork near small log cabin; bear right, passing roads (on left—113.0 m & 114.3 m), crossing RRs. (115.3 m & 116.0 m), and a short distance beyond, turn left to
 116.2 5.7 **MAMMOTH CAVE.**

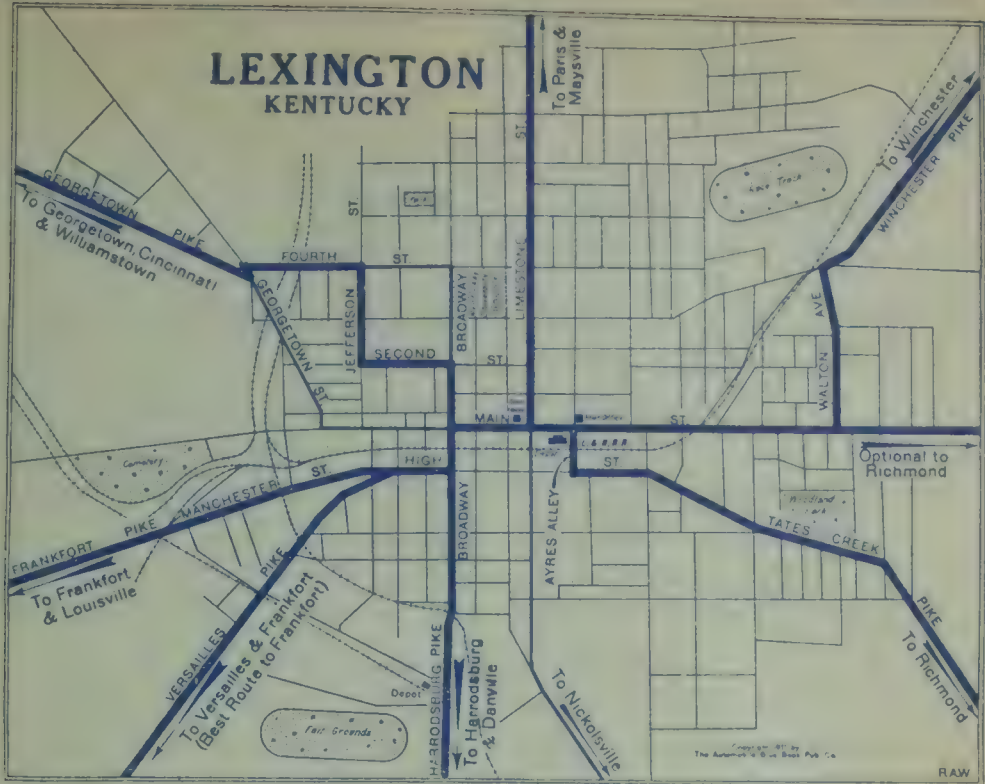
Route 705—Louisville to Lexington, Ky.—78.4 m.

Reverse route, No. 721.

*Via Shelbyville and Frankfort. On good pike all the way.***MILEAGES**
Total Intermediate

For this and optional exits, see City map, page 1057.

- 0.0 0.0 **LOUISVILLE**, 6th and Jefferson Sts.
 From Court House go east on Jefferson St. to
 0.2 0.2 4th St.; turn right; straight through business center.
 0.9 0.7 Broadway; turn left on wide street.
 2.4 1.5 Bear diagonally right and take first left on New Broadway, passing cemetery (on left).
 0.3 0.6 Turn left into Cherokee Park, passing guardhouse.
 3.5 0.5 Just after passing guardhouse, turn right, uphill, avoiding first right-hand road, and then left, running downhill.
 4.3 0.8 Jog right across bridge, taking first left uphill, passing Administration building (4.7 m), running out of park (4.9 m), keep straight ahead on main pike.
 6.9 2.6 Cross trolley and turn right into
 7.0 0.1 **St. Matthews.** Straight ahead, avoiding left-hand road (8.8 m); pass road-house (9.6 m); straight through **Middletown** (13.1 m), crossing iron bridge in **Boston** (19.3 m), through Simpsonville (23.2 m) and covered wooden bridge (25.3 m) to center of
 31.0 24.0 **SHELBYVILLE**—Court House. Keep straight east on Main St., out of town, through small village of **Clay** (37.3 m), avoiding left-hand road (38.0 m) and right-hand road (38.3 m).
 38.8 7.8 **PEYTONA.** Straight ahead through **Graefenberg** (43.6 m); covered wooden bridge (43.8 m). Through Bridgeport (46.9 m).
 48.1 9.3 Just after crossing wood bridge avoid left-hand road, following main pike.
 51.1 3.0 Avoid right-hand road by going down long winding hill.
 51.8 0.7 At foot of hill turn right on 2nd St.
 52.0 0.2 Turn left across iron bridge over Kentucky River; leaving bridge, turn right onto St. Clair St. and take first left on main street to center of
 52.4 0.4 **FRANKFORT**—Court House on right.
 Capital Motor Car Co., Main & Ann Sts., **Stock Michelin Tires.**
 Keep ahead on main street, following trolley past cemetery.
 53.1 0.7 Just after crossing trolley, bear right, following main pike across bridge over RR. (56.3 m), following trolley all the way.



- 58.2 5.1 Turn left into old Lexington pike, leaving trolley, running upgrade across RR. (59.6 m).
- 60.6 2.4 Turn left, crossing bridge over RR., taking first right and then left; cross RR. (65.7 m). Road is direct, under RR. (77.1 m), crossing RR. just beyond.
- 77.5 16.9 Just after passing Elk Distillery (on left), bear left on Manchester St., crossing bridge over RR.
- 77.6 0.1 Immediately after crossing RR. bridge, turn left into Cox St., crossing RR.
- 77.8 0.2 Main St.; turn right to center of
- 78.4 0.6 **LEXINGTON**—Court House on left.

Phoenix Hotel Co. Updike Garage.
Thomas B. Dewhurst, Main St., Stock Michelin Tires.
For diverging routes, see Index map, in back of book.
For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 721—Lexington to Louisville, Ky.—78.4 m.
Reverse route, No. 705.

Via Frankfort and Shelbyville. On good pike all the way.

MILEAGES		
Total	Intermediate	
0.0	0.0	LEXINGTON. From Court House (on right), go northwest on Main St.
0.6	0.6	Just before RR. (overhead) turn left on Cox St., crossing RR.
0.9	0.3	At first street beyond RR. bear right into Manchester St., running under RR., past Elk Distillery (on right); cross RR. and run under RR. (1.3 m); follow main pike straight ahead, crossing RR. (12.7 m).
17.8	16.9	Jog right over RR. bridge and immediately left, taking first right.
18.8	1.0	Cross RR.; keep straight ahead, uphill.
20.2	1.4	Turn right, meeting trolley; follow same, crossing bridge over RR. (22.1 m). Road is direct to center of

Route 723**Lexington Section**

- 26.0 5.8 **FRANKFORT**—Court House on left.
Capital Motor Car Co., Main & Ann Sts., Stock Michelin Tires.
Keep ahead on Main St. to
- 26.2 0.2 St. Clair St.; turn right one block, and then left, crossing iron bridge over Kentucky River; immediately turn right on 2nd St.
- 26.6 0.4 Turn left, uphill, avoiding left-hand roads (27.3 m and 27.9 m); straight through **Bridgeport** (31.5 m) and covered wooden bridge (32.6 m); through **Graefenberg** (32.8 m).
- 38.7 12.1 **PEYTONA**. Keep straight ahead, avoiding all right- and left-hand roads; through small village of Clay (41.1 m).
- 47.4 8.7 **SHELBYVILLE**—Court House. Keep straight west on Main St., through covered wooden bridge (53.1 m) and **Simpsonville** (55.2 m), crossing iron bridge in Boston (59.1 m).
- 65.3 17.9 **MIDDLETOWN**. Keep straight ahead on main pike through **St. Matthews** (71.4 m).
- 71.5 6.2 Immediately after crossing trolley, bear left onto Cherokee drive.
- 73.5 2.0 At park entrance turn left into park, passing Administration building (73.7 m), running downgrade.
- 74.0 0.5 At foot of hill, turn sharp right across bridge, taking next left past road on right and road on left (74.5 m), keeping downgrade past guardhouse.
- 74.9 0.9 Immediately beyond guardhouse, turn left, and just beyond turn right into Cherokee drive.
- 76.0 1.1 Bear left with trolley onto Broadway, which follows
- 77.5 1.5 **4th St.**; turn right with one line of trolleys.
- 78.2 0.7 **Jefferson St.**; turn left to Court House, center of
- 78.4 0.2 **LOUISVILLE**, 6th and Jefferson Sts.

The Seelbach, Fourth & Walnut Sts.

Miles Auto Co., 615 Third St.

Reimer's Motor Car Co., Baxter St. & B'way, Stock Michelin Tires.

Thomas' Garage, 204 Guthrie St., Stock Michelin Tires.

For city map, see page 1057. For diverging routes, see **Index map**, page 557.

For through connections, see **Graphic Trunk-line Chart**, inside front cover.

Route 723—Lexington, Ky., to Cincinnati, O.—88.2 m.

Reverse route, No. 348.

Via Georgetown and Williamstown, over rolling country on macadam practically all the way. Toll road for the most part. CAUTION should be used for numerous railroad crossings, as the view is obstructed on most of them.

Mileage for this route furnished through the courtesy of the White Company, Cleveland, Ohio.

MILEAGES

Total Intermediate

- 0.0 0.0 **LEXINGTON**; Main St., Court House on right. Go east on Main St. to
- 0.5 0.5 **Georgetown St.**, turn square right bearing slightly left with street crossing to RRs. to
- 0.9 0.4 Fork. Bear left with trolley and follow same on direct road running over RR. bridge (6.4 m), through covered bridge (9.4 m), cross RR. (11.2 m).

- 12.4 11.5 **GEORGETOWN.** Trolley ends, continue straight through town on same thorofare, crossing RR. (12.8 m) through covered bridge (13 m & 14.2 m). Pass road to left (25.2 m) and road to right (26.1 m) going through two covered bridges (27.8 m & 29.5 m). Pass road on left (30.6 m), shortly running through four more covered bridges. Turning left with main travel (35.9 m) into
- 36.2 23.8 **CORINTH.** Continue straight through, going over RR. bridge (37.2 m), passing **Blanchett** station (38.6 m). Over RR. bridges at (39.0 m, 39.4 m & 40.4 m). Cross RRs. (41.3 m & 41.6 m), over RR. bridge (45.4 m) bearing left (45.6 m) crossing another RR. bridge (46.0 m). Bear right across RR. (48.0 m) into
- 48.6 12.4 **WILLIAMSTOWN.**
Continue through town following direct road all the way. Cross RR. (51.6 m) going through **Dry Ridge** (51.9 m). Cross RRs. (53.0 m, 54.9 m, 55.1 m, 55.6 m, 57.5 m & 57.9 m) turning right (58.9 m) across another RR. and turn left (59.5 m) recrossing tracks, going straight ahead into
- 60.6 12.0 **CRITTENDEN.** Straight through, running over RR. bridge. Tollgate (61.1—15c). Cross RRs. (61.4 m & 61.9 m).
- 62.2 1.6 Sharp right and left turns across two RR. crossings. Give up toll ticket (66.0 m),
- 66.3 4.1 Cross bridge over RR. and turn sharp right, continuing on direct road, cross RR. at **Walton** (67.3 m) and (67.9 m).
- 68.6 2.3 Cross bridge over RR. and turn sharp left (tollgate 15c). Cross RR. (71.3 m). Tollgate (75.0 m—15c). Straight through **Florence** (77.4 m). Tollgate (79.2—15c). Cross bridge again over RR. at **Erlanger** (79.4 m). Tollgate (84.3 m—21c). Shortly running downgrade same thorofare becoming Pike St., which follow with trolley across RR. (86.7 m) to
- 86.9 18.3 **Madison St.**; turn left to 4th St.; turn right for two blocks where turn left to center of
- 87.3 0.4 **COVINGTON**—City Hall.
Acme Automobile Co., Inc., 410 Madison Ave., **Stock Michelin Tires.**
Continue straight ahead, running onto long iron bridge over Ohio River—going straight ahead on Walnut St. to
- 88.2 0.9 **CINCINNATI**—Fountain Square.

Hotel Sinton, Fourth & Vine Sts.

Citizen's Motor Car Co., Seventh & Main Sts.

G. M. Toewater & Co., Race & 9th Sts., **Stock Michelin Tires.**

For city map, see page 628. For diverging routes, see Index map, page 654.

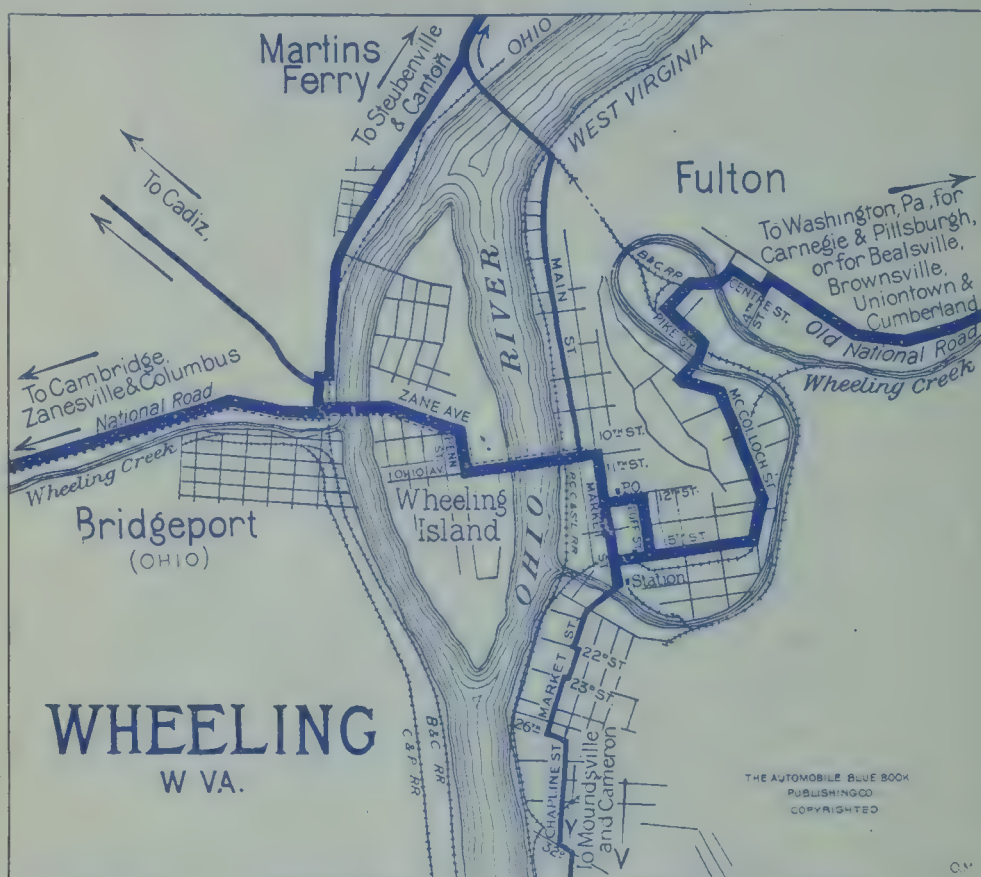
READ CAREFULLY the article printed on front of Trunk Line Chart, **How to Use the Blue Book.**

WHEELING SECTION

ROUTES 751 TO 760.

Route Center—Intersection of Market and Twelfth streets is taken as a starting point of all routes out of Wheeling, as it is not only the heart of the city, but easily identified, as the postoffice building is a short half block to the east.

Points of Interest—Wheeling, the metropolis of West Virginia, is decidedly an industrial city, with numerous large plants devoted to the manufacture of iron and steel products; also large glass plants and 70 per cent of the lamp burners produced in the United States are made in Wheeling factories. The famous Wheeling stogies are produced here. The bridge across the Ohio at this point was one of the first suspension bridges completed over this river. The site of Fort Henry, of Revolutionary fame, is marked by a tablet at the top of Main Street hill. What is known as **McColloch's Leap** is located on the National Road at the city limits, as the spot where this celebrated Indian fighter escaped his pursuers by going over a precipice 150 feet high. The Henry Clay monument is also on the National Road about five miles east of the city. This was erected to commemorate the great work Clay did to promote the building of the National Highway.



Route 751—Wheeling to Pittsburgh, Pa.—61.7 m.

Reverse route, No. 751R.

Leaving the city by many turns into the old National Road, which is followed to WASHINGTON, Pa.; thence to and through Canonsburg and CARNEGIE, crossing the Monongahela River by the "Point Bridge" into Pittsburgh.

Hilly road with many turns; patches of macadam, but most of the way either fair country road or worn pike. Good time can usually be made in settled weather, but it is not a good wet-weather trip.

MILEAGES

Total Intermediate

0.0	0.0	WHEELING, W. Va., 12th & Market Sts., business center.
		Start nearly east on 12th St.
0.1	0.1	Turn right with trolley into Eoff St.
0.3	0.2	Turn left with car-line into 15th St.

Wheeling Section

Route 751

- | | | |
|------|------|---|
| 0.7 | 0.4 | End of 15th St. turn left into McCulloch St., curving left with same (1.1 m). |
| 1.3 | 0.6 | Turn right with one line of car-tracks, crossing iron bridge (1.4 m); pass under RR. arch (1.5 m), crossing RR. (1.8 m) and iron bridge (1.9 m). |
| 1.9 | 0.6 | Turn first right beyond this second bridge, taking care not to pass 4th St. (left hand street 2-10 mile beyond the turn). |
| 2.1 | 0.2 | Turn left on 4th St. and next right onto the National Road—now with another line of trolley; when tracks leave (to left), keep straight ahead across stone bridge (3.1 m). |
| 3.5 | 1.4 | Fork; bear right with the brick pavement. Pick up (4.1 m) and follow tracks past Wheeling Park (on left—5.2 m), then straight ahead over RR, at Elm Grove (6.3 m). |
| 6.5 | 3.0 | Cross stone bridge (Wheeling Creek) and at fork just beyond curve left with the most travel. |
| 7.4 | 0.9 | Turn left across stone bridge and immediately right Road is now unmistakable for several miles, but care is necessary in crossing several bridges, with the trolley entering and leaving at various unexpected points. |
| 15.9 | 8.5 | Curve sharp right under RR. and ascend grade—now across the interstate line into Pennsylvania. |
| 16.7 | 0.8 | W. ALEXANDER ; direct through. |
| 18.6 | 1.9 | Prominent fork; take the left-hand road, with the wires— caution for dangerous RR. (21.4 m). |
| 22.7 | 4.1 | CLAYSVILLE (atrocious cross-walks) ; straight through. Cross stone bridge (26.5 m), striking macadam nearing Washington; cross RRs. (31.4 m & 32.3 m) into Chestnut St., |
| 32.7 | 10.0 | WASHINGTON, PA. , Chestnut & Main Sts.
[Here the National Pike is left for a more northerly route through Canonsburg and Carnegie to Pittsburgh; for center of city and Washington Automobile Co. , 65 East Maiden St., turn right a short distance on Main St.] |
| 32.7 | 0.0 | For Pittsburgh turn left on Main St. |
| 32.8 | 0.1 | Turn (next) right into Walnut St., keeping to left at fork almost immediately beyond (32.9 m) into Highland Ave., |
| 33.0 | 0.2 | Washington statue in fork ; leave trolley by keeping to right of statue into Ridge Ave. |
| 33.4 | 0.4 | End of Ridge Ave.; turn right into Murtland Ave., shortly becoming macadam. |
| 35.1 | 1.7 | Prominent 4-corners; turn left with the macadam, crossing iron bridge (36.8 m) to |
| 36.9 | 1.8 | End of road; turn right across RR. (37.1 m), picking up trolley (from left). Continue under coal handling RR. (McGovern—38.2 m), avoiding left-hand road (38.7 m) by keeping straight ahead over RR., iron bridge and second RR. (39.6 m). |

Route 751**Wheeling Section**

- 39.7 2.8 **Houston**; direct through, leaving and shortly rejoining trolley.
- 41.3 1.6 **CANONSBURG**; straight through center of town on Pike St., crossing RR. (41.7 m).
- 41.9 0.6 Turn right over RR. and iron bridge, turning left immediately beyond—ignoring course of trolley.
- 43.2 1.3 Turn left at blacksmith shop (on left) across bridge over RR., straight ahead over iron bridge (43.6 m).
- 44.6 1.4 Three-corners at wood school; take the right-hand road,
- 45.3 0.7 Cross small bridge, taking right fork immediately beyond—upgrade on narrow road; continue across iron bridge (50.4 m) and bridge over RR. (50.5 m).
- 50.7 5.4 **Bridgeville**; direct through 4-corners, passing under RR. (50.9 m). Straight ahead across iron bridge (51.0 m), RR. (52.5 m) and 2 iron bridges (52.8 m & 53.0 m), taking care not to pass right-hand road 4-10 mile beyond the second bridge.
- 53.4 2.7 Turn right across bridge, curving left (53.6 m) to
- 53.8 0.4 End of road; turn right across bridge over RR., and immediately left, curving left (54.1 m) into Washington St. to
- 54.8 1.0 **CARNEGIE**, Washington St. & Main Ave. Turn right on Main Ave., **4-10 mile only**.
- 55.2 0.4 Leave trolley by turning right; cross small iron bridge (56.4 m) and follow main-traveled macadam, avoiding right-hand road (55.9 m)—short but poor way into Pittsburgh.
- 58.1 2.9 **Caution** for trolley crossing, with sharp right turn immediately beyond, same thorofare becoming Mansfield St. (West End).
- 59.5 1.4 End of Mansfield St.; turn right on S. Main St. Picking up trolley (59.6 m), follow same downhill under RR. (59.8 m).
- 60.0 0.5 Pass under RR. viaduct and immediately turn right with car tracks into W. Carson St., running along the Ohio River.
- 60.7 0.7 Turn left across the "Point Bridge" over the Monongahela River (60.9 m).
- 61.0 0.3 Leave trolley by taking first right into Water St., crossing RR.
- 61.1 0.1 Turn left on Liberty Ave., passing under RRs. (61.2 m. and 61.3 m).
- 61.4 0.3 Turn right from Liberty Ave. into 5th Ave.
- 61.7 0.3 **PITTSBURG, 5th Ave. & Smithfield St.**, business center.

Schenley Hotel, Grand Boulevard and Fifth Avenue.

Iron City Automobile Co., 618 Wylie Avenue.

For city map, see page 733. For diverging routes, see Index map Pittsburgh Section, Vol. 3.

Route 751R—Pittsburg to Wheeling, W. Va.—61.7 m.

Reverse route, No. 751.

Crossing the "Point Bridge" over the Monongahela River (near its junction with the Allegheny, forming the Ohio River), to and through CARNEGIE and Canonsburg to WASHINGTON, Pa., connecting there with the old National Road to Wheeling.

Hilly road with many turns; patches of macadam, but most of the way either fair country road or worn pike. Good time can usually be made in settled weather, but it is not a good wet-weather trip.

MILEAGES
Total Intermediate

(For this and optional exits, see page 733.)

0.0	0.0	PITTSBURGH , 5th Ave. & Smithfield St.
		Start northwest (toward the Allegheny River) on 5th Ave.
0.3	0.3	Turn left on Liberty Ave., passing under RRs. (0.4 m & 0.5 m).
0.6	0.3	End of Liberty Ave.; turn right on Water St., crossing RR.
0.7	0.1	Turn left, following trolleys over "Point Bridge" (Monongahela River—0.8 m).
1.0	0.3	Turn (first) right on W. Carson St., following car-tracks along the Ohio River.
1.7	0.7	Turn left with one line of trolley, under RR. viaduct into S. Main St. (West End); pass under RR. (1.9 m) keeping straight ahead one block after trolleys turn left (2.1 m).
2.2	0.5	Turn left with the most travel on Mansfield St.—which shortly becomes a fairly well-defined macadam road, with several sharp curves.
3.6	1.4	Turn sharp left across trolley into the Noblestown Road.
4.7	1.1	Pass right-hand macadam road (which goes to Grafton), following the main travel across small iron bridge (6.3 m).
6.5	1.8	End of road (meeting trolley); turn left into Main Ave.
6.9	0.4	CARNEGIE , Main Ave. & Washington St. (stone church on left-hand corner); turn left on Washington St. (no trolley), curving right (7.6 m).
7.9	1.0	Turn right across bridge over RR., turning square left immediately beyond.
8.1	0.2	Curve right across bridge, coming to trolley line (8.3 m).
8.3	0.2	Don't cross trolley, but turn left with same, over iron bridges (8.7 m & 8.9 m). Cross RR. (9.2 m) and iron bridge (10.7 m), passing under RR. (10.8 m).
11.0	2.7	Bridgeville ; straight through 4-corners, crossing bridge over RR. (11.2 m), and iron bridge (11.3 m).
11.4	0.4	Fork; leave macadam (to right), by taking the left-hand road—sign, "Canonsburg." Continue on main-traveled road, crossing small bridge over creek (16.4 m); pass wood school (on right—17.1 m), following fair-to-poor road over iron bridge (18.1 m).
18.5	7.1	Cross bridge over RR. and at end of road immediately beyond turn right. Pick up trolley (from left—18.7 m), crossing (19.0 m) and shortly leaving same to right.
19.8	1.3	Turn right across iron bridge and RR.; at fork imme.

Route 75 1-R**Wheeling Section**

- diately beyond, keep to left on E. Pike St.; cross RR. (20.0 m), picking up trolley.
- 20.4 0.6 **CANONSBURG**; direct through on brick pavement, keeping straight ahead when trolleys leave (to left—21.0 m)—poor dirt road (1909) shortly rejoining car-line.
- 22.0 1.6 **Houston**; straight through, leaving trolleys to right. Cross RR., iron bridge and RR. again (22.1 m); picking up trolleys (from right—23.0 m), follow same under coal handling RR. (McGovern—23.5 m). Pass Meadowlands station (on right—24.5 m), and cross RR. (24.6 m), taking care not to run past first left-hand road beyond.
- 24.8 2.8 Turn left (general store on the corner); cross iron bridge (24.9 m) and follow the macadam.
- 26.6 1.8 Prominent 4-corners; turn right with the most travel, same thoroughfare becoming Murtland Ave., Washington.
- 28.3 1.7 Turn left into Ridge Ave.—brick—running into Highland Ave. at Washington statue (on right—28.7 m). Cross trolley and continue into Walnut St. (28.8 m).
- 28.9 0.6 Turn left on Main St.
- 29.0 0.1 **WASHINGTON**, Chestnut & Main Sts. (the point where the trolley crosses).
- [Here the shortest connection is made for Wheeling; for center of city, continue a short distance farther down Main St., **Washington Automobile Co.**, 65 E. Maiden St.]
- Turn right on Chestnut St., following trolleys over RRs. 29.4 m & 30.3 m), into the National Road; this is broad, winding macadam at the start, soon becoming poor, worn road, with many waterbars. Cross stone bridge (35.2 m) and continue on unmistakable road into
- 39.0 10.0 **CLAYSVILLE** (atrocious crosswalks); direct through—dangerous RR. crossing (40.3 m).
- 45.0 6.0 **WEST ALEXANDER**; direct through village.
- 45.3 0.3 Fork; take the right-hand road—with telegraph poles—caution for downgrade, with bad right turn under RR. (45.8 m), crossing the interstate line into West Virginia. Road is now unmistakable for several miles, but care is necessary in crossing several bridges, with the trolley, entering and leaving at various unexpected points.
- 54.3 9.0 Turn left across stone bridge and immediately right.
- 55.2 0.9 Turn right over stone bridge (Wheeling Creek); cross RR. at Elm Grove station (55.4 m), and follow trolleys on brick pavement past Wheeling Park (on right—56.5 m). When trolleys leave to right (57.6 m), continue straight ahead on brick pavement; cross stone bridge 58.6 m) and pick up trolley (from right), taking care not to pass 4th St. (on left—59.6 m).
- 59.6 4.4 Turn left—sign, “Wheeling”—on 4th St. and next right, picking up another line of trolley—road now well defined but very winding.

Wheeling Section

Route 753

- 59.8 0.2 Turn left across iron bridge (Wheeling Creek), and R.R. (59.9 m); pass under R.R. arch (60.2 m), and cross second iron bridge (60.3 m).
- 60.4 0.6 End of street; turn left into McCulloch St.; following the trolley.
- 61.0 0.6 Turn right with car-line into 15th St.
- 61.4 0.4 Turn right with trolley into Eoff St.
- 61.6 0.2 Turn left with trolley into 12th St. to Market St.,
- 61.7 0.1 **WHEELING, 12th & Market Sts.**, business center.

The Hearne Motor Co., Fifteenth and McCulloch Streets, Stock Michelin Tires.
For city map, see page 1068. For diverging routes, see Index map, page 655.

Route 753—Wheeling, W. Va., to Columbus, Ohio—128.1 m.

Route map, page 655

Reverse route, No. 353

Via Zanesville. On the old national road which has had a lot of work done on it during the season of 1910 and which is the best road between these two points. Through hilly country with beautiful scenery. Stone road throughout. Caution should be used for several long, winding hills.

MILEAGES

Total Intermediate (For this and optional exits, see city map, page 1068.)

- 0.0 0.0 **WHEELING**, Market and 12th Sts.
Go north on Market St. with trolley.
- 0.2 0.2 **10th St.**; turn left with one set of trolley, crossing long iron toll bridge (toll 5c). Immediately after leaving bridge, swing right into Zane St., picking up trolley from the left (0.7 m), following same across iron toll bridge (1.1 m) (toll 5c), same becoming Bridge St.
- 1.2 1.0 **BRIDGEPORT**, Bridge St. and Lincoln Ave. End of street, turn left on Lincoln Ave. and immediately right onto main St., with trolley—brick pavement ends and macadam begins (2.1 m).
- 2.6 1.4 **Toll gate** (toll 20c); straight through, crossing R.R. where trolley leaves to the right (6.0 m), going up extremely long, winding, steep hill (6.3 m), avoiding road to the left on hill (7.0 m), avoiding branch road to the left (7.8 m).
- 9.8 7.2 **Toll gate**—leave ticket purchased at first gate; go down sharp grade and immediately upgrade, straight through **St. Clairsville** (10.9 m); go up steep grade (11.0 m).
- 12.4 2.6 Toll gate (toll 25c). **Caution** for long winding downgrade (15.2 m). Avoid angling road to the left (15.7 m); straight through **Loydsville** (16.1 m), through **Morristown** (19.9 m).
- 21.4 9.0 **Toll gate** (toll 23c); going down long winding hill (22.0 m) and up hill (23.4 m).
- 25.0 3.6 **Toll gate**—return ticket purchased at last gate; straight through **Hendricksburg** (25.6 m), **Fairview** (29.0 m), avoiding angling road to the right (29.2 m), going down long winding grade immediately beyond. Avoid angling road to the left (29.6 m), swinging sharp right with road (31.5 m), sharp left with road (31.6 m).
- 33.9 8.9 **Toll gate** (toll 25c); straight through **Elizabethtown** (34.6 m).

Route 753**Wheeling Section**

- 36.7 2.8 End of road; jog left across small bridge and immediately right; straight through **Washington**—postoffice on left (40.6 m).
- 41.8 5.1 **Toll gate** (toll 25c).
- 42.6 0.8 Fork-school-house in center; bear right downgrade.
- 43.3 0.7 End of road; turn left with telephone line, avoiding angling road at school-house (44.8 m), going upgrade immediately beyond, picking up brick pavement (48.6 m).
- 49.0 5.7 **CAMBRIDGE**. Court House on right. Straight through.
The Cambridge Motor & Storage Co., Stock Michelin Tires.
- 49.2 0.2 Diagonal 4-corners. RR. crossing straight ahead; turn left past water tanks, crossing RR. at station (49.3 m), going through covered bridge (49.4 m), jogging right and immediately left with road (49.5 m), going down long winding grade (50.1 m), crossing RR. (50.6 m).
- 51.5 2.3 **Toll gate** (toll 25c); swing left with road and telephone poles (55.5 m), through **New Concord**; bank and post-office on right (57.3 m); straight through **Norwich** (60.5 m). **Caution** for dangerous RR. crossing (61.7 m), going through covered wooden bridge (63.5 m), jogging left across small bridge and immediately right (65.6 m), going down long winding grade (70.6 m), passing 2 RRs. (71.0 m), picking up trolley (71.4 m), avoiding angling street to right (71.8 m), jogging left and immediately right with trolley (72.2 m); same thorofare becoming Main St., which follow to center of
- 72.4 20.9 **ZANESVILLE**. Main and 4th Sts.
Hotel Rogge.
Clarendon Hotel, Main & Fourth Sts.
Price Implement Co., 16 S. Sixth St.
H. P. Klaiss, 145 E. Market St., **Stock Michelin Tires.**
For diverging routes see Index map, page 655.
Straight through on Main St., crossing RR. (72.5 m), bearing left across famous "Y" bridge over Muskingum River, following telephone poles on National Highway, running under RR. (73.4 m); cross several stone bridges; straight through **Mt. Sterling** (80.5 m), **Hopewell** (81.5 m), **Gratiot** (84.0 m), **Brownsville** (86.3 m), and **Linnville** (91.0 m).
- 92.6 20.2 Fork; bear left with poles across stone bridge; continue straight through **Jacktown** (95.0 m), cross RR. (96.2 m), through covered wooden bridge (98.0 m)—meeting trolley at **Hebron** (99.0 m); follow same across RR. (101.2 m), through covered wooden bridge (104.7 m), **Kirksville** (105.0 m) and **Etna** (111.6 m), to right-hand road just beyond, center of
- 116.0 23.4 **REYNOLDSVILLE**. Iron bridge straight ahead; turn right, cross another iron bridge, going direct for 2 miles
- 118.0 2.0 Left-hand road immediately beyond iron bridge; turn left, crossing long iron bridge (120.8 m), RR. (122.9 m), same thorofare becoming E. Broad St., which follow

across RR. (125.5 m) direct to State Capitol (on left),
128.1 10.0 **COLUMBUS.** Broad & High Sts.

Southern Hotel, S. High & Town Sts.

Hotel Hartman, Main & Fourth Sts.

Chittenden Hotel, N. High & Spring Sts.

Central Ohio Motor Car Co., 61 E. Spring St.

Ritter & Borst Garage, 35 W. Mound St.

The Snyder Auto Co., 765 E. Long St., **Stock Michelin Tires.**

Hudson Sales Company, 241 N. Fourth St., **Stock Michelin Tires.**

For city map, see page 656. For diverging routes, see Index map, page 654.

For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 753A—Zanesville to Columbus—60.2 m.

Route map, page 654

Reverse route, No. 353A

Via Newark, NOT over the National Highway. First part, to Newark, is over rolling country, with some clay roads. Rest of the way is practically all gravel.

MILEAGES

Total Intermediate

- | | | |
|------|-----|---|
| 0.0 | 0.0 | ZANESVILLE, Main & 4th Sts., Court House on right. Go west on Main St., crossing RR. onto famous "Y" bridge over Muskingum River, bear right at center of same, running under RR. on Linden St. to |
| 0.5 | 0.5 | Lee St. Turn left with trolleys, cross RR. (0.6 m),—trolleys leave to the right (0.9 m). |
| 1.1 | 0.6 | End of street; turn right, cross concrete bridge (1.6 m), bearing left; follow telephone poles past brick schoolhouse (2.9 m), running along side trolley for a short distance (3.3 m), jog right and left with road (3.8 m). |
| 4.5 | 3.4 | Fork; curve left, crossing iron bridge just beyond; follow winding but direct road with telephone poles, most of the way. Caution should be used for some sharp grades; cross iron bridge (8.2 m), bear left with poles (8.6 m) and right just beyond. Road is direct to |
| 11.2 | 6.7 | IRVILLE. Straight on past brick school (11.8 m). |
| 12.1 | 0.9 | NASHPORT. Straight ahead, cross iron bridge, running over 1 or 2 steep grades, bearing left past schoolhouse (14.2 m) to |
| 14.4 | 2.3 | Fork; turn right, still with poles; pass schoolhouse (16.1 m), cemetery (17.4 m), bearing left with road (17.7 m). |
| 18.5 | 4.1 | HANOVER, just after turning right with road; turn square left out of town; cross iron bridge (18.6 m), follow telephone line across trolley (19.3 m), bearing right with road; cross trolley again (19.9 m). |
| 21.2 | 2.7 | 3-corners,—RR. crossing straight ahead; turn left along tracks for a short distance, bearing left and right across trolley (23.2 m), cross RR. (26.1 m & 26.3 m) to center of |
| 26.5 | 5.3 | NEWARK, Court House Square.
Warden Hotel, East side of Court House.
Denis White, Stock Michelin Tires.
Jog right and left half way around square, follow Main St. to |
| 26.8 | 0.3 | 5th St. Turn right to |

Route 755

Wheeling Section

- 27.0 0.2 5-corners,—brick church on farther left; bear left on Granville St.; meeting trolley, follow same to
- 33.4 6.4 **GRANVILLE**,—postoffice on left; continue through to
- 33.6 0.2 Prominent left-hand street,—Dennison College Buildings on the right; turn left running down slight grade, cross RR. and iron bridge (34.0 m), bearing right with telephone poles upgrade, straight through diagonal 4-corners (35.9 m & 37.0 m).
- 38.2 4.6 Jog left and immediately right through irregular 4-corners, follow telephone line past brick school (on left—40.2 m). Road is direct through small ford (42.9 m),—past town of **Pataskala** ½ mile to the left—cross iron bridge (43.9 m). Straight ahead through **Columbia Center** (44.1 m), crossing RR. (44.9 m), past schoolhouse (45.8 m), running onto fine macadam (47.1 m), follow same past brick schoolhouse (49.4 m).
- 50.3 12.1 Jog right across iron bridge and immediately left, passing church (52.5 m), brick schools (52.7 m & 54.9 m), cross RR. (55.1 m), follow direct road, same thorofare becoming Broad St., which follow, crossing RR. (57.7 m), past park (on left) to center of
- 60.2 9.9 **COLUMBUS**, Broad & High Sts. Capitol Building on left.

Hotel Hartman, Main & Fourth Sts.

Chittenden Hotel, N. High & Spring Sts.

Southern Hotel, S. High & Town Sts.

Central Ohio Motor Car Co., 61 E. Spring St.

Ritter & Borst Garage, 35 W. Mound St.

The Snyder Auto Co., 765 E. Long St., Stock Michelin Tires.

Hudson Sales Company, 241 N. Fourth St., Stock Michelin Tires.

For city map, see page 656. For diverging routes, see Index map, page 654.

For through connections see Trunk-line Index map, front of book.

Route 755—Wheeling, W. Va., to Canton, Ohio—85.8 m.

Route map, page 654

Reverse route, No. 375

Via Steubenville, Ohio. Through hilly country with beautiful scenery on good macadam road with stretches of good natural road swinging down along the bank or the river from Wheeling to Steubenville; a poor wet weather road.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 1068.)

- 0.0 0.0 **WHEELING**. 12th & Market Sts.
Start north on Market St., with trolley.
- 0.3 0.3 **10th St.**; turn left with trolley, crossing long stone toll bridge (toll 5c).
- 0.6 0.3 Diagonal 4-corners; bear right and immediately left onto Zane St., picking up trolley from the left (0.7 m), passing car barns on the left (1.0 m), over long iron toll bridge (toll 5c).
- 1.2 0.6 **BRIDGEPORT**. Turn right onto Zane St., with one set of trolleys, jogging right and immediately left (1.3 m).
- 2.8 1.6 **6th St.**; turn right with trolley, on brick pavement.
- 4.6 1.8 Turn right immediately under trolley, and crossing RR.
- 4.7 0.1 End of road; turn left with main travel along RR., going under RR. and crossing trolley (4.9 m).

Wheeling Section

Route 755

- | | | |
|------|-----|---|
| 5.0 | 0.3 | Right-hand road; toll gate on left; turn right across dangerous RR., going under RR. (5.5 m), crossing RR. (5.6 m), running along bank of river, jogging left and immediately right with road (8.3 m), turning sharp left with road (8.7 m). |
| 8.9 | 3.9 | Right-hand road; turn right across RR. (9.5 m). |
| 10.1 | 1.2 | End of road; turn left, crossing RR., going through Rayland , over long iron bridge, and crossing RR. |
| 10.4 | 0.3 | First right-hand road after crossing RR.; turn right. |
| 10.9 | 0.5 | Right-hand road just before upgrade; turn right under RR. and immediately left. |
| 11.1 | 0.2 | Right-hand road; turn right, immediately crossing RR., going through Warrenton (11.3 m). |
| 11.4 | 0.3 | Left-hand road; turn left, jogging right and immediately left (11.5 m), along bank of river, jogging left and immediately right (13.2 m), turning left with road immediately after crossing one RR. and running under another, turn sharp right (13.6 m), running along RR. |
| 15.5 | 4.1 | End of road; turn right up sharp winding grade, crossing RR. (16.6 m). |
| 17.5 | 2.0 | 4-corners; turn right with macadam. |
| 17.7 | 0.2 | End of road; turn left, going under RR. (18.0 m), crossing RR. and picking up trolley immediately beyond. |
| 18.1 | 0.4 | Left-hand road; turn left with trolley, go straight through Brilliant (18.2 m). |
| 18.5 | 0.4 | Fork; bear left under RR. and immediately right with trolley, going under RR. (21.2 m), following trolley on winding but direct road. |
| 21.8 | 3.3 | Jog left under RR. and immediately right with trolley—brick ends (22.1 m). Caution for steep upgrade (22.5 m) along bank of river. Caution for extremely dangerous tunnel under RR. (24.1 m). |
| 24.4 | 2.6 | Right-hand road; jog right and immediately left with trolley, following same to center of |
| 24.9 | 0.5 | STEUBENVILLE. Court House on far left.
The Automobile & Motor Boat Co., 143 S. 5th St., Stock Michelin Tires.
Turn left with one set of trolley onto Market St., straight ahead, crossing RR. (25.1 m), going up long grade. |
| 29.8 | 4.9 | 3-corners; bear right, passing through Wintersville (30.6 m). |
| 30.9 | 1.1 | 3-corners; bear right immediately, bearing left at 3-corners just beyond; follow on winding macadam road on top of mountain. |
| 32.9 | 2.0 | Irregular 4-corners; bear right, swinging left with road just beyond. |
| 34.8 | 1.9 | Fork; bear left with main travel and macadam on winding road to |
| 37.0 | 2.2 | RICHMOND. Straight through.
Sanders & Lewis, Stock Michelin Tires. |
| 37.2 | 0.2 | Fork; bear left with main travel, straight ahead on wind- |

Route 755

Wheeling Section

- ing road through rolling country, avoiding angling cross-roads.
- 41.8 4.6 **EAST SPRINGFIELD.** Straight through on main street.
- 42.0 0.2 End of road; bear left. **Caution** for steep winding down-grade (44.3 m); passing coal mine (on left—44.9 m), crossing RR. (45.2 m) at Amsterdam Station (on right).
- 46.1 4.1 End of road; bear right, going across iron bridge to
- 46.2 0.1 **AMSTERDAM.** Take care not to pass
- 46.3 0.1 Left-hand road; turn left with main travel, avoiding right-hand branch road (47.5 m); pass cemetery (on right—48.6 m), going down long winding grade (49.9 m), going up long winding hill (50.3 m).
- 51.9 5.6 Right-hand road; turn right into **Harlem**, turning left at first left-hand road.
- 54.1 2.2 Fork; bear left. **Caution** for long winding upgrade (55.4 m).
- 57.9 3.8 End of road; turn left, going up long winding hill.
- 58.3 0.4 **Carrolton.** Park on left. Straight through, crossing RR. (58.4 m).
- 58.6 0.3 Right-hand road; turn right, passing iron water tower (on left) immediately beyond.
- 58.9 0.3 First 4-corners beyond water tower; turn left.
- 59.1 0.2 End of road; turn right.
- 61.9 2.8 4-corners; turn left, going up long winding grade (62.8 m.)
- 64.2 2.3 **NEW HARRISBURG.** Straight through.
- 67.8 3.6 Narrow fork; bear left, swinging left and right with road (68.4 m), going up long grade (69.3 m), through **Morges Corners** (69.6 m), crossing RR. (71.8 m).
- 72.5 4.7 4-corners; turn right, passing bank (on right), straight through **Magnolia** (72.6 m); school house on right, church on left.
- 73.2 0.7 Left-hand road, immediately beyond long iron bridge; turn left, jogging sharp left and right (74.4 m), going down very steep long winding hill (75.2 m).
- 76.0 2.8 End of road; turn right along bank of river, passing pumping station (on left—76.2 m), coming onto macadam (79.2 m), crossing RR. (80.6 m), long iron bridge (80.7 m), and again (81.3 m).
- 81.4 5.4 **INDUSTRY.** End of road; turn right with telephone poles, crossing RR. and picking up trolley from the right (84.3 m), swinging right with road and trolley (84.4 m).
- 84.5 3.1 End of street; turn left with trolley, crossing RRs. (84.8 m, 85.1 m & 85.3 m), same thorofare becoming Market St., which follow to center of
- 85.8 1.3 **CANTON.** Market & Tuscawawa Sts. Court House on far left.

Hotel Courtland, West side of Court House.

Hohbrau, Hans, Court & Seventh Sts.

Wilson Motor Car Co., 514 N. Cleveland Ave.

For city map, see page 699. For diverging routes, see Index map, page 655.

For through connections, see Graphic Trunk-line Chart, inside front cover.

Route 757—Pittsburgh, Pa., to Cleveland, Ohio—129.0 m.

Reverse route, No. 384.

Crossing the Allegheny River into the main road along the Ohio River, which is followed to Rochester, thence along the Beaver River to BEAVER FALLS, Pa. (the dividing point for the several Pittsburg-Cleveland lines). From Beaver Falls this route takes a northwest course through Darlington, Pa., Unity, Columbiana, Salem, Ravenna and Bedford, Ohio.

There is no really satisfactory route between Pittsburgh and Cleveland (all of them winding and hilly in that part of Pennsylvania traversed, with considerable clay and some sand in Ohio); but this is the shortest, quickest and best of the available lines. As the map shows, it takes as near a direct diagonal course from Beaver Falls to Cleveland as the nature of the country allows, passing through many very small places and a few small cities, but no large cities.

The principal alternate lines (1) via Youngstown and Warren, and (2) via Newcastle and Warren, are frequently-useful options.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 733.)

0.0	0.0	PITTSBURGH , 5th Ave. & Smithfield St.; business center.
		Start northwest (toward the Allegheny River) on 5th Ave.
0.2	0.2	Turn right on Market St., jogging left across Liberty Ave. (0.3 m) into 6th Ave.
0.5	0.3	Pay 5c toll and cross long iron bridge (Allegheny River) into Federal St.; pass under RR. (0.8 m), taking care not to cross Stockton Ave. (a short 0.1 m beyond the RR.).
0.9	0.4	Turn left from Federal St. into Stockton Ave. , bearing diagonally right (1.1 m) to park.
1.2	0.3	Turn left on Ridge Ave. (along park on right), and continue on Ridge Ave. until near end of the good pavement.
2.0	0.8	Turn right from Ridge Ave. into Fulton St.
2.1	0.1	Turn left from Fulton St. into Western Ave.
2.3	0.2	Turn right from Western Ave. into Chartier St.
3.0	0.7	Turn right across bridge over RR. and immediately bear left into California Ave., picking up trolley. Follow car-tracks on very winding road through several suburbs along the east side of the Ohio River, crossing 5 viaducts, at one of which (4.9 m) pay 5c to 10c toll.
9.0	6.0	Turn left with the trolley and next right (leaving the car-line) into the Beaver Road.
9.2	0.2	Fork; take the left-hand road (right goes uphill). Continue on narrow road between RR. and foothills—dangerous RR. crossings (10.0 m & 10.5 m), descending grade into Beaver St.,
13.6	4.4	SEWICKLEY ; straight through on Beaver St. Anderson Auto Co., Broad Street, Stock Michelin Tires.
14.4	0.8	Turn diagonally right on the Beaver Road (macadam)—sign, "Beaver." Pick up (15.5 m) and follow trolley on brick pavement—sharp right curve (17.1 m); bear left over stone bridge (Sewickley Creek—17.4 m) into Merchant St.,
17.8	3.4	Ambridge ; direct through on Merchant St., with the trolley.
18.7	0.9	ECONOMY ; turn right on 14th St.—Sign, "Beaver;"

Route 757

Pittsburgh Section

- cross RR. (18.8 m) and keep straight ahead when trolleys leave to left just beyond.
- 19.1 0.4 End of road; turn left—**caution** for dangerous trolley crossing (20.3 m).
- 20.8 1.7 Meet trolley and bear left with same over high viaduct, then straight ahead on poor road (1909), shortly becoming brick pavement, through 2 or 3 connected suburbs.
- 25.7 4.9 **Freedom**; straight through with the trolley.
- 26.1 0.4 **Caution** for abrupt left turn over RR. bridge; then straight ahead 1½ miles.
- 27.6 1.5 End of road, **ROCHESTER**; turn right across RR. and next square left (not sharp left) into Brighton Ave.
- 28.1 0.5 **Don't cross long iron bridge** (Beaver River), but turn right with one line of trolley into Delaware Ave., along the east side of the Beaver River.
- 28.4 0.3 Turn left under RR. and follow trolley into
- 30.6 2.2 **NEW BRIGHTON**; straight through center of town.
- 31.1 0.5 Turn left across toll bridge (Beaver River, 10c) and pass under RR. (31.4 m), into 7th Ave.
- 32.1 1.0 **BEAVER FALLS**, 7th Ave. & 11th St., business center.
J. F. McCreary & Son, 617 17th St., **Stock Michelin Tires**.
Straight through on 7th Ave.
- 32.5 0.4 Turn left with trolley on 17th St., and next right (32.6 m) into 8th Ave.
- 33.1 0.6 Leave trolley by turning left on 24th St., curving right (33.2 m).
- 33.3 0.2 Turn left under RR. and ascend grade (on macadam).
- 34.3 1.0 End of road; turn right, picking up telegraph line—some clay ahead, difficult in wet weather. Bear left with main road (39.4 m), crossing small iron bridge (39.9 m).
- 40.1 5.8 Turn (next) left, and (next) right (40.2 m) into
- 40.3 0.2 **DARLINGTON, PA.**, central 4-corners.
Turn left at central 4-corners; cross RR. (40.8 m), and pass left-hand road (41.4 m).
- 43.5 3.2 Fork; keep to right on main road, sign "Unity" (left leads to East Palestine). Cross RR. (45.6 m) and continue straight ahead on main road (some sand).
- 49.0 5.5 **UNITY, OHIO**; straight through center of town, and through prominent cross-road (49.9 m).
- 50.4 1.4 Turn diagonally right—sign, "**Columbiana**," straight ahead through cross-road (53.2 m).
- 53.7 3.3 End of road; jog right and immediately left, straight ahead across RR. (56.4 m) into E. Park Ave.
- 56.6 2.9 **COLUMBIANA**, drinking fountain at 4-corners; turn right on N. Main St. (brick pavement).
- 56.9 0.3 Turn left with the wires on the Salem Road, straight ahead across concrete bridge (57.7 m). Pass 2 roads on right (58.9 m) and continue straight ahead across RR. at **Washingtonville** (60.8 m).

Pittsburgh Section

Route 757

- 61.9 5.0 Iron watering trough in road; jog right and immediately left.
- 63.0 1.1 Turn left across iron bridge, taking left fork (63.3 m), upgrade. Picking up trolleys (64.8 m, 1909), follow same
- 65.9 2.9 **SALEM**, Main St. & Broadway.
 The Auto Cycle Co., 14 Main St., Stock Michelin Tires.
 Straight ahead on Main St. (leaving trolleys to left—66.0 m) across RR. (66.3 m).
- 66.6 0.7 Turn diagonally right (small church and signboard at the turn), into the "diagonal road"—from now on as near an air-line to Cleveland as the nature of the country allows. Cross trolley (66.7 m), straight ahead on dirt road—dangerous RR. crossing (69.1 m)—through diagonal cross-road (70.0 m).
- 71.7 5.1 Cross small bridge on an angle, and keep to right on main road immediately beyond, crossing RR. (74.2 m) and iron bridge (76.0 m).
- 76.2 4.5 End of road, **North Benton**; turn right—sign, "Deerfield"—straight ahead across RR. (77.0 m) and iron bridge (Mahoning River—78.7 m).
- 79.8 3.6 **Deerfield**; straight through small village.
- 80.0 0.2 Fork; take the diagonal left road, past creamery (on right, beyond the fork). Continue straight ahead past several roads on right and left, through prominent diagonal cross-road (Edinburg, 87.3 m), bearing left across small iron bridge (90.4 m).
- 90.7 10.7 Turn right on the best road, crossing bridge over RR (92.1 m).
- 92.9 2.2 Turn left on macadam, which becomes Main St., Ravenna (picking up trolley, from left, 94.0 m).
- 94.1 1.2 **RAVENNA**.
 The Auto Shop, Hickory St., Stock Michelin Tires.
 Straight through center of town, taking care not to pass street with brick church (on left—94.3 m).
- 94.3 0.2 Turn right on Sycamore St.
- 94.4 0.1 Turn left on Cleveland Ave. (the diagonal road), crossing RR. (94.7 m).
- 95.7 1.3 Fork; avoid right-hand road (macadam, leading to County Infirmary), by keeping straight ahead with telegraph poles on poorer road. Pass right-hand road (98.7 m, which leads to Mantua), by keeping straight ahead, across iron bridge (Cuyahoga River—99.1 m).
- 102.0 6.3 **STREETSBORO**, straight through center of small village.
- 102.4 0.4 Turn diagonally right—sign, "**Twinsburg**"; straight ahead through prominent 4-corners (105.0 m), crossing 2 RRs. (105.3 m) and wood bridge (105.5 m).
- 105.8 3.4 Turn right, straight ahead across iron bridge (106.9 m).
- 107.9 2.1 Fork at wood school; take the left-hand road.
- 109.4 1.5 Straight through diagonal cross-road into
- 109.6 0.2 **TWINSBURG**; pass park (on left) and bear right on gravel road leaving the town.

Route 758

Pittsburgh Section

- 115.8 6.2 Fork; keep to right on the gravel, crossing iron bridge (116.3 m). Pick up (from left—116.4 m) and follow trolley on brick pavement, across RR. (116.8 m), into
- 117.0 1.2 **BEDFORD**, park and Soldiers' Monument on left.
Direct through, following trolley; cross tracks (120.5 m), leaving same (to right—121.5 m) by keeping straight ahead across 2 RRs. Pass left-hand road leading into Garfield Park and cross bridge over creek.
- 123.0 6.0 Turn right across bridge over RR. and next left into Broadway—stone block pavement, picking up trolley (123.2 m).
- 125.2 2.2 Turn right from Broadway into E. 55th St.
- 126.7 1.5 Forks of 5 prominent streets; turn square left from E. 55th St. into Woodland Ave., following the trolley.
- 128.2 1.5 Turn right from Woodland Ave., into E. 9th St.
- 128.7 0.5 Turn left from E. 9th St. into Euclid Ave.
- 129.0 0.3 **CLEVELAND**, Public Square, Euclid Ave. side.

Hollenden Hotel, E. Superior Ave.

The Auto Shop, 731 Vincent Ave.

For city map, see page 712. For diverging routes, see Index map, page 655.

For through connections see Trunk-line Index map, front of book.

J. H. Anderson, 11207 Superior Ave.

Goss Supply Co., 8755 Broadway.

The Hupp Motor Sales Co., 1027 Chestnut Ave.

Lorain Clark Garage, 8901 Clark Ave.

Lucas & Christenson, 2189 E. 18th St.

Renz Motor Car Co., 6410 Detroit Ave.

The Tire Shop Co., 5120 Euclid Ave.

The Thornton & Broz Hardware Co., 3345 E. 55th St.

The Wentworth Motor Car Co., 11406 Euclid Ave.

**MICHELIN
TIRE
STOCKISTS
IN
CLEVELAND**

Route 758—Pittsburgh, Pa., to Cleveland, Ohio—135.4 m.

Reverse route, No. 385.

Crossing the Allegheny River into the main road along the Ohio River, which is followed to Rochester, thence along the Beaver River to BEAVER FALLS, Pa. (The dividing point for the several Pittsburgh-Cleveland lines.) From Beaver Falls this route turns northwest to YOUNGSTOWN, Girard and WARREN, entering Cleveland through Parkman, Auburn and Chagrin Falls. SEE ALSO ALTERNATE LINE, BEAVER FALLS TO GIRARD AND WARREN VIA NEWCASTLE, UNDER SEPARATE HEAD, PAGE 1085.

Not as satisfactory a through trip as the shorter line, Route 757, but much traveled, especially in summer between Pittsburgh and Youngstown, and Youngstown and Cleveland. A hilly trip; roads variable—mostly dirt, with considerable clay and some macadam. In settled weather the going averages good, but if the trip is made in wet weather (which is not advised), car should be equipped with chains.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 733.)

0.0 0.0 **PITTSBURGH**, 5th Ave. & Smithfield St.

See the preceding route (page 852), for full running directions and odometer mileages, through **Sewickley** (13.6 m), **Economy** (18.7 m), **Rochester** (27.6 m), **New Brighton** (30.6 m) and **Beaver Falls** (32.1 m) to

40.3 40.3 **DARLINGTON, PA.** Straight through, central 4-corners, crossing RR. tracks to

40.5 0.2 End of road; turn right.

Pittsburgh Section

Route 758

- | | | |
|------|-----|---|
| 40.9 | 0.4 | Turn (1st) left with telegraph poles. |
| 42.4 | 1.5 | Turn right, upgrade. |
| 43.1 | 0.7 | End of road; turn left with telegraph poles— caution for steep, winding grade with bad waterbars (43.4 m). |
| 44.7 | 1.6 | Enon Valley ; cross RR. tracks, taking right fork just beyond (44.8 m), straight ahead on main-traveled road. |
| 50.7 | 6.0 | Petersburg ; direct through. |
| 54.5 | 3.8 | New Middletown , straight through, crossing iron bridge (59.4 m). |
| 59.5 | 5.0 | Poland ; direct through the town. |
| 59.7 | 0.2 | Fork, farther end of town; take the left-hand road; straight ahead to |
| 62.3 | 2.6 | Prominent 4-corners (lamp-post on left); turn right through Boardman , direct on macadam. |
| 64.8 | 2.5 | End of road, jog right and immediately left, same thorofare becoming Market St., which follow downgrade on brick pavement across long viaduct (67.3 m) to Square, |
| 67.7 | 2.9 | YOUNGSTOWN , Square, Market & Federal Sts.
Tod House , South side of Square.
The Elton Auto & Repair Co. , Front & Champion Sts.
Turn left on W. Federal St.— caution for dangerous RR. crossing (68.5 m). |
| 69.9 | 2.2 | Bear right with trolley—away from RR. |
| 70.7 | 0.8 | Fork; bear left with trolley. |
| 71.6 | 0.9 | Turn sharp left across RR. tracks; turn right (71.7 m) and continue under RR. (71.8 m) into |
| 72.7 | 1.1 | GIRARD ; straight through center of town. |
| 73.2 | 0.5 | [Alternate route from Pittsburgh via Newcastle, Pa., and Hubbard, Ohio, comes in from the right.] |
| 74.8 | 1.6 | Irregular 4-corners (Tibbetts Corner); straight through (leaving trolleys and road into Niles on the left). Same thorofare becomes Youngstown Ave., Warren, which follow across RRs. (80.6 m & 80.9 m). |
| 81.0 | 6.2 | Bear right on Chestnut St. |
| 81.2 | 0.2 | Turn left on Market St., following trolley to center of |
| 81.7 | 0.5 | WARREN , park on right.
Park & Colonial Hotels.
Van Wye Auto Co. , 1 block south of park.
Follow Market St. across long iron bridge (Mahoning River—81.8 m) to Parkman St. |
| 82.4 | 0.7 | Turn right (grocery store on corner) on Parkman St., crossing RR. (83.0 m). |
| 84.9 | 2.5 | Curve sharp right and immediately left over iron bridge (Mahoning River), shortly picking up and following telegraph poles past several roads on right and left. |
| 90.8 | 5.9 | Southington , point of 5 roads; bear slightly left (don't turn square left), following the wires. |
| 91.7 | 0.9 | Turn diagonally right, straight ahead across iron bridge (92.5 m); immediately beyond keep to left, over several hills and across frequent small bridges. |
| 98.4 | 6.7 | Parkman ; straight through. |

Route 758-A**Pittsburgh Section**

- 102.6 4.2 **Troy** (Welshfield); direct through.
 105.2 2.6 Prominent 3-corners; keep to right.
 106.6 1.4 **Auburn Corners**; straight through.
 108.2 1.6 **Auburn Center**; direct through.
 109.9 1.7 Fork; bear right following telegraph poles through several 4-corners. Picking up trolleys (from right—115.1 m), follow same across RR. (116.2 m) to center of
 116.5 6.6 **CHAGRIN FALLS**, park on right.

Follow trolleys all way out of town—**caution** for sharp right curve (117.5 m); cross long iron bridge (118.2 m), keeping straight ahead when trolleys leave to right after second bridge (118.3 m). Curve right and left upgrade (118.6 m), then straight ahead through several 4-corners crossing bridge (121.9 m).

- 124.6 8.1 **Randall**; straight through diagonal cross-road, striking brick pavement, which becomes Miles Ave., Cleveland. Cross RRs. (127.7 m & 128.9 m).
 129.4 4.8 End of Miles Ave.; turn right on Broadway—stone block pavement.
 131.6 2.2 Turn right from Broadway into E. 55th St.
 133.1 1.5 Forks of 5 prominent streets; turn square left into Woodland Ave., following the trolley.
 134.6 1.5 Turn right into E. 9th St.
 135.1 0.5 Turn left into Euclid Ave.
 135.4 0.3 **CLEVELAND**, Public Square, Euclid Ave. side.

Hollenden Hotel, E. Superior Ave.

The Auto Shop, 731 Vincent Ave.

For city map, see page 712. For diverging routes, see Index map, page 655.
 For through connections see Trunk-line Index map, front of book.

J. H. Anderson, 11207 Superior Ave.
 Goss Supply Co., 8755 Broadway.
 The Hupp Motor Sales Co., 1027 Chestnut Ave.
 Lorain Clark Garage, 8901 Clark Ave.
 Lucas & Christenson, 2189 E. 18th St.
 Renz Motor Car Co., 6410 Detroit Ave.
 The Tire Shop Co., 5120 Euclid Ave.
 The Thornton & Broz Hardware Co., 3345 E. 55th St.
 The Wentworth Motor Car Co., 11406 Euclid Ave.

**MICHELIN
TIRE
STOCKISTS
IN
CLEVELAND**

Route 758-A—Alternate, Pittsburgh to Cleveland.

Reverse route, No. 385A.

Leaving the Pittsburgh-Cleveland lines (already given) at Beaver Falls, thence north to NEWCASTLE, where a turn west is made through Bedford and Hubbard to a point just above Girard, meeting the Pittsburgh-Youngstown-Cleveland line, which is followed balance of way.

Not as satisfactory a through trip as the shorter line; Route 757, but much traveled, especially in summer between Pittsburg and Newcastle, and Newcastle and Cleveland. A hilly trip; roads variable—mostly dirt, with considerable clay and some macadam. In settled weather the going averages good, but if the trip is made in wet weather (which is not advised), car should be equipped with chains. This route was covered by the Blue Book car in the summer of 1908; since that time some changes have taken place in the roads, so that the directions and distances may not be specific at all points.

MILEAGES
 Total Intermediate (For this and optional exits, see Pittsburgh city map, page 566.)
 0.0 0.0 **PITTSBURGH**, 5th Ave. & Smithfield St.

See the preceding route (page 852), for full running directions and odometer mileages, through **Sewick-**

Pittsburgh Section

Route 758-A

- ley (13.6 m), **Economy** (18.7 m), **Rochester** (27.6 m) and **New Brighton** (30.6 m) to
- 32.1 32.1 **BEAVER FALLS**, 7th Ave. & 11th St., business center. Straight through center of city on 7th Ave.
- 33.0 0.9 Turn left one block on 24th St. and next right on 8th Ave., following trolleys—same thorofare now College Ave.—to 31st St.
- 33.8 0.8 Turn left on 31st St. and right (33.9 m) with trolley into 4th Ave.
- 35.3 1.5 Curve left downgrade under RR.—caution for very bad right turn upgrade (35.5 m).
- 37.6 2.3 Cross RR. at **Homewood station** (on right), crossing small bridge and RR. just beyond. Pass left-hand road (38.9 m), winding right and left downgrade across wood bridge (39.8 m); continue on main road along the Beaver River, passing under 2 RRs. (42.4 m & 42.5 m), entering
- 42.9 5.3 **Wampum**; direct through.
- 43.1 0.2 Fork leaving town; take the right-hand road, across bridge (43.3 m). Continue along the river—frequent curves—crossing iron bridge and RR. (46.4 m).
- 46.4 3.3 Turn right through village of **Moravia**. Cross iron bridge (47.3 m)—caution for sharp left and right curve (48.5 m); cross iron bridge (49.1 m), keeping to right at fork (49.2 m), over long iron bridge (Mahoning River—49.3 m).
- 50.1 3.7 Turn right under RR., winding into **Mahonington**.
- 50.6 0.5 Turn left under RR. (50.7 m), turning right (50.8 m) and left (50.9 m) with trolleys on N. Cedar St.
- 51.6 1.0 Turn right across RR. (51.7 m) into Mahoning Ave., following trolleys across iron bridge (Shenango River, 52.2 m), and over RR. (52.4 m).
- 52.4 0.8 Turn left into Moravia St., Newcastle, turning right just beyond into Long Ave.
- 52.8 0.4 Turn left with one line of car-tracks into Mills St., crossing RR. and bridge (53.6 m).
- 53.7 0.9 Turn left into Washington St.
- 53.9 0.2 **NEWCASTLE**, park with monument.
Lawrence Auto Co., South Mercer Street, Stock Michelin Tires.
Turn right into Jefferson St.
- 54.1 0.2 Turn left into Grant St., crossing RR. and iron bridge Shenango River—54.6 m), and RR. again (54.7 m). Descend grade on macadam (55.7 m), direct to
- 57.4 3.3 Irregular 4-corners; turn right, downgrade over trolley and through cross-road (58.8 m), crossing iron bridge (58.9 m):
- 59.6 2.2 Fork; take the left-hand road, bearing right (62.6 m) to
- 62.8 3.2 Fork; take the left-hand road—sharp left curve (63.4 m), direct into
- 65.8 3.0 **New Bedford**; at P. O. (on right), turn right, through cross-road (67.5 m).

Route 759

Pittsburgh Section

- 68.7 2.9 4-corners; turn left, crossing bridge (68.9 m).
- 71.5 2.8 End of road; turn right.
- 71.8 0.3 End of road; turn left, downgrade across RR. (72.0 m) and iron bridge (72.2 m).
- 72.4 0.6 **HUBBARD**; straight through 4-corners, picking up trolley (from right).
- 73.1 0.7 Fork; leave trolleys to left by keeping straight ahead on main road—dangerous RR. crossing (74.6 m).
- 77.4 4.3 **Churchill**; direct through.
- 79.4 2.0 End of road; turn right—now on the Pittsburgh-Youngstown-Cleveland line.

Set odometer at 73.2 and see page 1083 for full running directions and odometer mileages balance of way to Warren, Chagrin Falls and Cleveland. Total distance this way 141.6 m, or 6.2 m farther than via Darlington and Youngstown.

Route 759—Pittsburgh, Pa., to Canton, Ohio—97.8 m.

Reverse route, No. 374.

Via Beaver Falls, Darlington and Salem. Over rolling country most of the way on fairly good dirt roads, with some clay which is liable to be bad in wet weather.

MILEAGES
Total Intermediate

(For this and optional exits, see city map, page 733.)

0.0 0.0 **PITTSBURGH, 5th Ave. & Smithfield St.**, business center.

See Route No. 774, "Pittsburgh to Cleveland," for full running directions through Sewickley (13.6 m), Economy (18.7 m), Rochester (27.6 m), New Brighton (30.6 m), Beaver Falls (32.1 m) and Darlington (40.3 m) to

65.9 65.9 **SALEM**, Main & Broadway, fountain on left. Continue straight through town on Main St., following trolley to **Damascus** (71.3 m)—trolley leaves to the right. Road is straight ahead with main travel, running under RR. (78.0 m), same thorofare becoming State St., which follow to southern edge of

79.4 13.5 **ALLIANCE**, State & Arch Sts., business center 1 mile to right. (Trolley comes in on Arch St.).

Standard Auto Co., Ash St., south end of viaduct.

The Woods Engineering Co., 108 Patterson St., **Stock Michelin Tires**.

Continue straight ahead on State St.—trolley ends (80.1 m); cross RR. (82.8 m), shortly running downgrade across iron bridge;

83.3 3.9 Fork just beyond iron bridge; curve left upgrade, follow main traveled road (telephone poles come in from the right—84.5 m).

85.5 2.2 Prominent 4-corners; turn left with poles, straight through small village of **Harrisburg** (86.2 m); follow telephone poles with main travel to prominent

88.0 2.5 Diagonal cross-roads; turn left with poles, crossing iron bridge (90.5 m); cross trolley and RR. (90.6 m) to center

90.8 2.8 **LOUISVILLE**, iron water-trough on farther left; turn square right, running out of town, crossing trolley, iron bridge and RR. (91.0 m), on direct road, crossing trolley (95.3 m), same thorofare becoming Lake St.—meeting trolley at brick pavement (95.9 m), follow same to

Pittsburgh Section

Route 759

- 96.2 5.4 **Mahoning St.**, park ahead on left; bear left with trolleys
96.9 0.7 Diagonal 4-corners, iron water-trough on left; curve right with trolley, still on Mahoning St. (trolley leaves to the right 1 block beyond). Straight on to end of street at
97.1 0.2 **E. 3rd St.**, church ahead on left; bear right, cross RR. (97.3 m), shortly running up slight grade to
97.5 0.4 **Market St.**; turn square left 3 blocks to Court House (on right), center of
97.8 0.3 **CANTON, O.**, Public Square, Market & Tuscarawas Sts.

Hotel Courtland, West side of Court House.

Hohbrau, Hans, Court & Seventh Sts.

Wilson Motor Car Co., 514 N. Cleveland Ave.

For city map, see page 699. For diverging routes, see Index map, page 655.

For through connections, see Graphic Trunk-line chart, inside front cover.

TERRITORY EAST OF OHIO

VOLUME No. 1

NEW YORK AND CANADA

Carefully revised and in greater part rewritten, showing for the first time a complete exposition of all of the available motor routes in the Adirondack section, with connections into New England and Canada.

Particular attention has been paid to important routes in the rest of the state from Utica to Watertown, Elmira to Jamestown, Elmira to Ithaca and Binghamton to Port Jarvis, together with about double the number of connections from New York into Pennsylvania.

A revised and re-arranged Canada section will appear in this volume and all available lake and ferry connections into Canada will be shown.

VOLUME No. 2

NEW ENGLAND

A particular effort has been made to eliminate all errors in this most popular volume, which already seemed to have been as complete as possible. However, the splendid work being done upon the various state highway systems has altered, somewhat, the layout of routes in the various states, particularly in New Hampshire, whose trunk-line system will accurately appear in this volume. Extraordinary pains have been taken to improve the Boston section and many new and desirable routes in that vicinity will appear for the first time this year.

VOLUME No. 3

NEW YORK, PENNSYLVANIA AND SOUTH

Complete, revised, rearranged and rewritten with many new features added. This volume will include the long desired layout of routes in Western Pennsylvania, covering about five thousand miles of new routes never before properly charted.

New Jersey has not been neglected and more of her beautiful drives will be available to users of the BLUE BOOK. This volume will have an enlarged Southern section with the carefully prepared results of the editor's recent Southern trip. These notes will include all of the recommended routes in Virginia, North Carolina, South Carolina, Georgia and Florida, together with extension routes into adjoining states. Users of this edition may drive from New York to Florida via the Capital Highway, returning via the National Highway, with the opportunity of using connecting routes between the two at various points.

Route 1001

Transcontinental Route

Route 1001—Fort Worth to Abilene, Texas—175.5 m.

The following route matter is written from data taken by representatives of the Ohio Motor Company on their transeontinental trip in the fall of 1910.

MILEAGES Total Intermediate

0.0	0.0	FT. WORTH , Metropolitan & Worth Hotels on right; go north on Main St.
0.4	0.4	At Court House turn left on Weatherford St.
1.0	0.6	Turn left with trolley and right with tracks across steel bridge (1.2 m). Cross RR. (1.6 m).
2.2	1.2	Turn left with trolley
2.7	0.5	Turn left and cross trolley (Hi-Mount stone gates on far right).
3.9	1.2	End of road; turn left and next right; then immediately right with RR. on left. Pike bends left (4.3 m); keep straight ahead (4.6 m). Turn right across bridge and RR. and immediately left (5.3 m). Cross siding (5.6 m).
9.3	5.4	Turn left across steel bridge. Turn left across RR. (9.5 m); keep straight ahead (0.8 m) into
10.3	1.0	BEN BROOK , school-house on left; turn right at end of road and then left past station (on right). Caution —right turn under RR. and immediate left in dangerous cut .
11.6	1.3	End of pike; turn right on black "gumbo" road, stone in spots; keep straight ahead (12.8 m).
15.2	3.6	Turn left across RR. and immediately right.
17.3	2.1	Turn right; keep straight ahead (18.1 m).
18.4	1.1	Turn right, graves on left—good road to Aledo.
19.4	1.0	Turn left and next right (19.5 m).
19.9	0.5	Turn right and left to
20.2	0.3	ALEDO . Keep left of station and bear right and again right.
21.0	0.8	Turn left.
21.3	0.3	Turn right and left across bridge and again turn right—winding road, coming on short stretch of gravel (21.7 m).
22.5	1.2	Turn left and right; keep straight ahead (23.9 m).
25.5	3.0	Straight ahead and turn right. Pass church (on left—25.9 m).
26.5	1.0	ANNETTA , P. O. on left at RR. Turn left, crossing Tubular Bridge (27.0 m).
27.4	0.9	Turn right and left. Turn right across RR. (29.4 m).
31.7	4.3	Cross Tubular Bridge and turn right, past school-house (on right).
34.1	2.4	WEATHERFORD . Cross bridge and 3 RR. tracks at station (on right). Pass Court House (on right) and at center of square (banks on right and left) turn right 1 block and next left.
38.0	3.9	Turn right, then left (38.2 m). Cross RR. (38.4 m).
39.5	1.5	Take left fork twice; straight ahead (40.5 m—42.1 m).
42.7	3.2	Turn right and next left (42.8 m).
43.3	0.6	Turn left and right; straight ahead (43.8 m). Cross steel bridge (44.3 m).
44.9	1.6	Cross tube bridge and turn right.

- 45.0 0.1 Turn left; straight ahead (45.4 m).
- 46.1 1.1 Turn left and right.
- 48.1 2.0 Cross-roads, turn right.
- 48.4 0.3 Straight ahead and turn left past school-house (on left—49.0 m); straight ahead across Tubular Bridge. Cross RR. (51.5 m) and bridge (52.4 m). Cross hog-back steel bridge (52.9 m); straight ahead (53.4 m). Pass school (on left—54.3 m).
- 55.5 7.1 Turn left and take next right fork into Hubbards St.
- 56.4 0.9 **MINERAL WELLS**, Hubbard & Oak Sts. Straight ahead on Hubbard St., crossing bridge (57.3 m); through cross-roads (59.3 m); pass school-house (on left) and road (on right—60.2 m).
- 60.5 4.1 Bear left at school (on right). Cross long bridge (Brazos River—61.0 m). Pass road (on left—63.0 m).
- 68.1 7.6 Cross steel bridge and just beyond bear left past church (on right); then bear right into
- 68.5 0.4 **PALO PINTO**, Court House; straight on. Cross steel bridge (68.9 m) and pass church (on right—71.5 m).
- 74.2 5.7 Turn left.
- 74.6 0.4 Turn right; straight ahead at school-house (on right—75.2 m). Keep straight ahead (78.7 m).
- Note—From this point the road winds through the hills, slightly rolling, with some parts graded.
- 80.7 6.1 Turn left with the main road.
- 85.4 4.7 Turn left—church in field over to right.
- 94.6 9.2 Pass 2-story house with double porches (on right); then turn left.
- 94.9 0.3 Cross steel bridge and turn right across wooden bridge.
- 95.1 0.2 Turn left through Caddo and turn right and left.
- 96.5 1.4 Take left fork; cross steel bridge (100.6 m). Pass church (on right—102.3 m).
- 06.0 9.5 End of road; turn right past school-house (on right—106.3 m).
- 08.2 2.2 Turn left and right. Cross wood and steel bridge (110.0 m).
- 10.5 2.3 **BRECKERIDGE**, Court House (on right).
- 10.6 0.1 At church (on right); turn left 1 block then right.
- 11.0 0.4 Turn left and next diagonally right; then left 1 block.
- 11.3 0.3 Turn right onto main road with single bar wires (on right) and one wire (on left); keep straight ahead (12.0 m).
- 16.8 5.5 Turn left across wood and steel bridges. Cross wood bridge (121.7 m) and wood and steel bridge (122.2 m); straight ahead (124.4 m). Pass church (on left—125.1 m), gin on right.
- 26.7 9.9 Turn right.
- 28.6 1.9 Turn left.
- 31.7 3.1 Turn right.
- 34.8 3.1 Turn right and next left (134.9 m).
- 35.0 0.2 Bear left; don't cross RR. but turn right with tracks.

Route 1002

Transcontinental Route

- Pass **Albany Sta.** (on left), paralleling tracks (on left). Go through gate (138.0 m) and bear slightly left up rock hill—winding road. Go through gate (139.1 m). Cross RR. and through another gate; then bear left and right on winding road. Go up stony hill (140.7 m); through gate at top, keeping a westerly and northwesterly course across plateau. Keep left (142.2 m).
- | | | |
|-------|-----|---|
| 143.1 | 8.1 | Go through gate and take right fork. |
| 144.1 | 1.0 | 2 gates; go through left-hand gate and bear south, passing ranch house (on left—145.3 m); then through gate. |
| 145.4 | 1.3 | Take right fork (146.0 m); go through wire gates (146.7 m—147.9 m). |
| 148.7 | 3.3 | Take right fork; go through 4-bar gates (148.9 m—150.4 m—153.6 m). Pass right of large water hole (154.8 m). Pass through 4-bar gate (155.8 m). |
| 156.7 | 8.0 | Take right fork. Bear right through 4-bar gate (157.2 m), house and out-buildings over to left before going through gate. |
| 158.0 | 1.3 | Turn right; go through cross-roads (159.1 m). |
| 159.6 | 1.6 | Turn right through 4-bar gate; then turn left. |
| 160.6 | 1.0 | Cross-roads; turn right past church (on right—161.6 m). |
| 162.4 | 1.8 | Turn left and next right (162.7 m). |
| 163.3 | 0.9 | End of road; turn left. |
| 164.8 | 1.5 | End of road; turn right. |
| 165.1 | 0.3 | Bear right and left; then diagonally right and turn right through Hamby . Keep straight ahead (168.7 m); cross steel bridge (169.7 m). |
| 170.2 | 5.1 | Turn right. |
| 170.5 | 0.3 | Turn left. |
| 170.9 | 0.4 | Turn right and left. |
| 171.6 | 0.7 | Turn right. |
| 172.0 | 0.4 | End of road; turn left. |
| 173.4 | 1.4 | End of road; turn right. |
| 174.0 | 0.6 | Turn left. |
| 175.2 | 1.2 | Turn right at P. O. Go 1 block and turn left. |
| 175.4 | 0.2 | Just before RR. turn right to |
| 175.5 | 0.1 | ABILENE , Grace Hotel. |

Logan's Automobile Salesroom & Supply House, 141 Pine St., Stock Michelin Tires.

Route 1002—Abilene to Big Spring, Texas—110.6 m.

The following route matter is written from data taken by representatives of the Ohio Motor Company on their transcontinental trip in the fall of 1910.

MILEAGES

Total Intermediate

0.0	0.0	ABILENE, TEX. , Grace Hotel. Start west (straight head coming from Ft. Worth), RR. on left and hotel on right. Pass Weather Bureau (on right—0.3 m). Turn left across RR. and immediately right (0.7 m). Cross wood bridge (2.1 m) and steel bridge (4.1 m); keep straight ahead (4.5 m). Turn right across RR. and immediately left. Pass Tye Sta. (on left—7.9 m); cross steel bridge (7.3 m); straight ahead (12.8 m). Pass cemetery (on right—15.5 m).
-----	-----	--

Transcontinental Route

Route 1002

- 16.2 16.2 **MERKEL**; pass station on right; keep straight ahead (18.7 m—20.9 m). Cross steel bridge (22.5 m).
- 22.7 6.5 **TRENT**, station on left; turn left across RR. and immediately right (23.1 m); through cross-roads (25.3 m). Pass school (on right—27.3 m). Cross wood bridge (27.9 m). Cross RR. at station (on right—28.4 m); keep straight ahead (29.3 m), turning left and right (33.0 m).
- 33.2 10.5 Turn right downgrade, school on far left corner.
- 33.3 0.1 Turn left and next right (33.4 m). Cross wood bridge (33.9 m).
- 34.1 0.8 Turn right through wire gate and through 5-bar gate and 4-bar gate (34.4 m); keep straight ahead (34.7 m). Go through 2 gates (35.0 m); through 6-bar gate (35.4 m).
- 35.5 1.4 Turn left and turn right (35.9 m).
- 36.9 1.4 Turn left; cross wood and steel bridges (37.7 m).
- 40.8 3.9 Turn right across RR.; then straight ahead.
- 40.9 0.1 Turn left, red brick school on far right.
- 41.4 0.5 **SWEETWATER**. Turn left immediately after passing Court House (on left) and go 1 block; turn right and then straight ahead across RR. in dangerous cut (41.7 m).
- 41.9 0.5 Turn left across RR. and immediately right across siding, going west over crown of hill.
- 42.7 0.8 Pass I. O. O. F. Cemetery (on left) and bear right.
- 44.2 1.5 Turn right and circle left around bluff.
- 44.5 0.3 Turn right.
- 46.7 2.2 End of road; turn right.
- 47.3 0.6 Turn left.
- 50.2 2.9 **ROSCOE**, station on right; straight on.
- 50.4 0.2 At lumber yard turn left 1 block; then right.
- 51.2 0.8 Turn right and then left with RR. on right, turning left and right (54.4 m).
- 55.9 4.7 School on right; turn right. Cross RR. and turn left.
- 60.5 4.6 Cross wood bridge and bear diagonally left.
- 61.1 0.6 **LORAINÉ**. Turn left across RR. at station (on right) and immediately right. Turn right across RR. (61.7 m) and turn left (61.9 m); pass school (on left—65.9 m); keep straight ahead (67.9 m); pass I. O. O. F. Cemetery (on right—68.9 m).
- 69.9 8.8 Turn left and right. Cross steel bridge (70.1 m).
- 70.5 0.6 **COLORADO**; straight ahead, garage 1 block to left at station. Cross wood and steel bridge (70.9 m).
- 71.4 0.9 Bear left and right through mesquite brush with RR. on left and low rocky bluffs on right, going west to top of bluffs.
- 73.2 1.8 Turn left; cross steel bridge (75.5 m).
- 79.7 6.5 Turn left.
- 80.8 1.1 **WESTBROOK**. Pass church (on right) and bear right to cotton gin, where turn right with RR. (on left—81.3 m). Keep straight ahead (81.5 m); turn left across RR. and immediately right (87.5 m). Pass school (88.1 m).

Route 1003**Transcontinental Route**

90.4	9.6	IATAN. Turn right across RR. past station (on right); again cross RR. and immediately turn left with tracks (on left).
93.1	2.7	Turn left across RR. and immediately right through 2 gates. Pass RR. water tank (on right—95.2 m), turning right across RR. and immediately left (96.6 m).
96.8	3.7	Turn right and left; keep straight ahead (97.9 m).
98.8	2.0	COAHOMA. Turn right across RR. at station (on right).
99.8	1.0	Turn right. Cross wood bridge (101.7 m). Pass school-house (on right—102.8 m) and school-house (on left—106.1 m). Cross steel bridge (107.2 m).
109.7	9.9	Turn right and turn left and right (110.0 m).
110.1	0.4	Turn left and next right (110.2 m).
110.5	0.4	Turn left into center of
110.6	0.1	BIG SPRING.

Route 1003—Big Spring to Ft. Stockton, Texas—177.7 m.

The following route matter is written from data taken by representatives of the Ohio Motor Company on their transcontinental trip in the fall of 1910.

MILEAGES
Total Intermediate

0.0	0.0	BIG SPRING, hotel on left. Go straight ahead 2 blocks, turn left on Scurry St., passing red brick school.
1.7	1.7	Turn right and left, and again right.
2.3	0.6	Turn left; keep straight ahead (2.7 m).
3.6	1.3	Turn left.
5.0	1.4	Turn right away from wire (on left).
<p>Note—This turn is at the crown of a gravel hill and is likely to be missed because it leaves the main traveled road.</p> <p>Keep straight ahead (8.0 m); go through 5-bar gate (11.0 m); go through wire gate (13.2 m). Cross a vast prairie without a tree or bush, with RR. far over to right. Go through wire gates (16.1 m—17.2 m).</p>		
17.6	12.6	Bear right and immediately left.
19.0	1.4	Turn left and bear right.
20.3	1.3	Go through wire gate and take left fork.
20.7	0.4	Bear right along side of farm buildings and house; then turn right and follow poles.
22.1	1.4	Take right fork—leaving poles. Go through 6-bar gate (22.4 m); poles come in from left. Go through 5-bar gate (23.5 m); RR. again on right.
24.2	2.1	STANTON. Turn right across RR. and immediately left past station (on left). Pass red brick school (on right—24.7 m); go through wire gate (29.4 m) and through 4-bar gate (30.1 m). Go through gate (31.1 m); and through 5-bar gate (32.1 m). Turn right across RR. and immediately left (34.0 m). Turn right across RR. (41.6 m).
41.7	17.5	Turn left.
42.7	1.0	Turn left.
43.1	0.4	Turn right and left (43.3 m).
43.4	0.3	Turn right and next left (43.5 m).
43.6	0.2	MIDLAND, Llano Hotel; turn right.

Transcontinental Route

Route 1003

- 44.2 0.6 Bear right (northwest) to 2-bar telephone poles; then bear left with poles (on right).
- 45.3 1.1 Turn diagonally left across ferry. Cross auto cattle guard (46.4 m).
- Note—These cattle guards are specially built for autos.
- 47.2 1.9 Turn diagonally left, RR. on left. Cross cattle guard (47.6 m); straight ahead (48.2 m), crossing cattle guards (49.6 m—49.7 m—50.0 m—50.7 m—51.5 m—52.9 m).
- 54.0 6.8 Bear right away from **Warfield Sta.** Cross cattle guards (54.9 m—55.9 m—60.1 m—62.1 m).
- 64.1 10.1 Turn left across cattle guard, telephone wires and public road on left.
- Note—This road is an auto road from Midland. Cross cattle guard (65.1 m). Pass large brick school (65.3 m).
- 65.8 1.7 Turn left, go 1 block, then turn right to RR.
- 66.0 0.2 **ODESSA**, station on left; straight on across RR., turning right at lumber yard with poles.
- 66.5 0.5 Turn left; straight ahead through 4-bar gate (68.4 m).
- 69.5 3.0 Pass 2 wind-mills and ground tank (on left) and turn left through gate; then right on sandy stretch. Pass wind-mill and ground tank (on right—69.7 m). Go through 4-bar gate (75.6 m). Pass small house with ell and wind-mill (on right—76.6 m); go through 4-bar gate (77.6 m).
- 78.5 9.0 Pass 2 wind-mills and ground tank and bear left across slight depression.
- 79.8 1.3 Turn right on a natural distinct road that runs west, passing through wire gate (80.4 m). Turn slightly right toward 2 houses with wind-mills.
- 81.5 1.7 Turn left and bear right over a natural distinct road.
- 82.9 1.4 Swing left into well-travelled road. To strike this road farther back inquire at house (76.6 m). Go through 4-bar gate (83.8 m); keep direct travelled road, avoiding several slightly used branches. Go through 4-bar gates (85.9 m—87.0 m), and 5-bar gate (88.2 m). Come down from plateau (88.8 m), past 2 wind-mills (on left) with tank. Just beyond swing around to left and go straight
- 97.4 14.5 Go through 2 gates at Y Ranch; then turn right.
- 98.6 1.2 Turn left (south).
- 99.1 0.5 Bear right and left; through 5-bar gate (101.2 m), bearing left and right.
- 101.5 2.4 Bear right and at (101.9 m) on approaching L shaped 1-story house with wind-mill, swing left.
- 102.1 0.6 Cross-roads, turn right through wire gate (102.5 m). Pass 3 wind-mills (104.0 m).
- 104.5 2.4 Bear left onto auto road. Cross cattle guards (106.0 m—107.3 m). Go through 5-bar gates (108.8 m—109.1 m), passing Acock Range (109.6 m), houses and wind-mills on right. Go through 6-bar gate (109.8 m).
- 110.0 5.5 Bear left away from wire fence into auto road; through wire gate (115.1 m). Pass 2 wind-mills over to right

Route 1004

Transcontinental Route

- (115.7 m); go through wire gate (115.8 m). Pass Edwards Bros. ranch house (116.8 m). Go through 5-bar gate and wire gate. Swing right through 5-bar gate and turn right.
- 120.3 10.3 Cross-roads, turn left.
- 121.2 0.9 Cross-roads, turn right, abandoned house (on left) just before the turn. Go through wire gate (121.5 m) and 3-bar gate (124.3 m); straight through cross-roads (125.3 m).
- 127.7 6.5 Take left fork; through wire gate (131.7 m); 5-bar gate (133.3 m), wire gate (135.2 m), 4-bar gate (138.3 m); cross irrigation ditch and through 4-bar gate (139.0 m).
- 139.8 12.1 Go through 3-bar gate and turn left.
- 140.1 0.3 Cross irrigation ditch and turn right.
- 142.0 1.9 Turn left.
- 142.5 0.5 Turn right.
- 143.5 1.0 Turn left.
- 143.8 0.3 Turn right.
- 144.8 1.0 **GRAND FALLS**, church on left and school on right; turn left.
- 145.4 0.6 Bear left on winding road across ferry.
- 146.2 0.8 Turn right along wire fence and poles.
- 146.8 0.6 Turn left—leaving poles. Cross steel bridge (Pecos River—147.9 m); keep straight ahead.
- 148.4 1.6 Cross irrigation ditch and immediately turn left, crossing large irrigation ditch (149.0 m); row of poplar trees (on left—151.6 m), which go off to left as road keeps straight ahead through gate. Go through 3-bar gate (154.4 m). Pass adobe buildings (on left—156.5 m). Go through gate (156.9 m); through 5-bar gate (165.7 m).
- Note**—The road is plainly marked by travel all the way to Ft. Stockton. For 18 miles there are occasional alkali chuck holes, sandy spots and high centers.
- 167.1 18.7 Turn left; go through 4-bar gate (171.7 m).
- 172.7 5.6 Turn left and next right across irrigation ditch (172.8 m).
- 176.9 4.2 Bear left.
- 177.4 0.5 Bear right along stores with cement walk; then next left; next right, again next left.
- 177.7 0.3 **FT. STOCKTON**, hotel at corner.

Note— This route may be slightly changed at mileage (167.0 m—168.0 m), as a road is being run further out from the point where we struck it (172.8 m). The going is very dusty, the road being badly cut up by traffic.

Route 1004—Ft. Stockton to Sierra Blanca, Texas— 222.3 m.

The following route matter is written from data taken by representatives of the Ohio Motor Company on their transcontinental trip in the fall of 1910.

MILEAGES Total Intermediate

- 0.0 0.0 **FT. STOCKTON**. From hotel, turn back 1 block, then turn left.
- 0.5 0.5 Pass Court House (on right) and turn immediately right, turning diagonally left (0.6 m) with poles; through 4-bar gate (1.3 m).

Transcontinental Route

Route 1004

- 2.0 1.5 Take left fork, keeping group of small buildings over to right; through 5-bar gate and long side wire fence (on left). Road bears away from fence (7.0 m). Go through 5-bar gate (13.0 m); pass sign-board (on left—16.1 m), "Marathon—42 m"; straight ahead (17.0 m—20.0 m—20.4 m); go through 5-bar gate (25.3 m) to top of crest (29.4 m).
- 30.2 28.2 Take right fork on main travelled road. Go through gate (31.0 m), past water hole (on right—34.8 m); through 4-bar gate (35.9 m); pass ranch house with wind-mill and tank (on right—39.0 m).
- 39.2 9.0 Go through 4-bar gate and fork right. Follow poles on left; keep straight ahead (40.1 m); through 2-bar gate (40.7 m) and 4-bar gate (41.9 m). Go through wire gate (43.4 m); pass ranch house and wind-mill (on left—43.8 m); straight ahead (44.8 m); through gate (47.1 m) straight ahead (49.0 m); through gate (49.3 m).
- 50.3 11.1 Turn left for 1 m.
- 51.3 1.0 Turn right; turn left (51.8 m); through 4-bar gate (56.3 m).
- 57.4 6.1 Turn right through 4-bar gate.
- 57.9 0.5 Turn left, passing between 2 churches (58.1 m).
- 58.2 0.3 Store (on left) at corner; bear slightly left across wood bridge and RR.
- 58.3 0.1 **MARATHON**, station on right; bear diagonally right.
- 58.4 0.1 Turn left and bear right.
- 59.1 0.7 Turn right into main road and through gate (59.2 m). Go through 4-bar gate (59.8 m). Pass large house (on left—60.9 m); through 5-bar gate (61.9 m).
- 64.9 5.8 Turn right.
- 68.2 3.3 Take right fork; through 5-bar gate (73.2 m).
- 74.0 5.8 Take right fork along RR. (on right).
- 75.0 1.0 Turn right through gate and cross RR.; go through another gate and turn immediately left, keeping RR. on left to Alpine. Go through wire gate (79.2 m—80.7 m). Cross wood bridge (83.2 m); through 4-bar gates (83.4 m—85.0 m); keep straight ahead (86.0 m); through 4-bar gate (86.2 m); cross wood bridge (88.7 m).
- 90.7 15.7 **ALPINE**, station on left, hotel on right. Turn right, passing hotel on left and Court House on left; then turn left across wood bridge, RR. on left (92.5 m). Go through 5-bar gate (92.6 m), along RR.; go through 4-bar gate (94.9 m).
- 96.5 5.8 Turn left cross RR. and immediately right, following tracks all the way to Marfa. Cross wood bridge (97.3 m); through 4-bar gates (99.9 m—100.7 m—102.1 m). Go through 3-bar gate (102.8 m).
- 103.2 6.7 Take right fork; through 5-bar gate (105.1 m) and 4-bar gates (111.6 m—113.8 m—115.4 m).
- 116.6 13.4 Turn right.

Route 1005**Transcontinental Route**

116.8	0.2	Turn left and next right (116.9 m).
117.1	0.3	MARFA. Turn left past station (on right).
117.4	0.3	Bear right and left along RR. (on right); through 6-bar gate (117.9 m), bearing slightly left away from RR., past cemetery (on right).
118.5	1.1	Bear right.
119.0	0.5	Bear right to RR., keeping left of tracks to Valentine. Go through 4-bar gates (122.4 m—126.1 m).
127.0	8.0	ARAGON. Pass station (on right); go through 4-bar gates (127.1 m—129.3 m—134.7 m); through 3-bar gate (137.3 m); through 5-bar gate (144.7 m); go through wire gates (151.1 m—152.2 m).
152.4	25.4	Turn right across RR. and immediately left.
152.7	0.3	VALENTINE. Pass station (on left).
153.2	0.5	Turn left across RR. and immediately right, following tracks; go through wire gates (154.1 m—160.4 m—161.3 m).
161.4	8.2	WENDELL. Pass station (on right); go through 5-bar gate (167.4 m).
168.7	7.3	CHISPA. Pass station (on right); go through wire gates (170.9 m—172.5 m).
Note—To reach this gate the road bears gradually left away from RR. and then bears right back to RR.		
Go through wire gates (172.9 m—175.7 m); through wood gate (178.9 m) and wire gate (199.5 m).		
180.7	12.0	LOBO. Pass station (on right).
184.9	4.2	Swing left and right around RR. siding. Cross siding (186.8 m); through wire gate. Go through wire gates (192.1 m—193.6 m).
194.2	9.3	DALBERG. Pass station (on right); go through wire gate (196.5 m). Pass Chocar Sta. (on right—198.9 m). Go through wire gate (202.3 m).
203.3	9.1	TORBERT. Pass station (on right); go through wire gates (203.4 m—203.8 m—209.3 m).
212.4	9.1	GRAYTON. Pass station (on right); go through wire gate (213.8 m); through 5-bar gate (221.7 m).
222.2	9.8	End of road; turn right into
222.3	0.1	SIERRA BLANCA, station.

Route 1005—Sierra Blanca to El Paso, Texas—92.4 m.

The following route matter is written from data taken by representatives of the Ohio Motor Company on their transcontinental trip in the fall of 1910.

Special Note—There is a choice of two ways from a point 9.7 m out, but the longer, which is given first, is to be preferred.

MILEAGES
Total Intermediate

0.0	0.0	SIERRA BLANCA, station. Start west, keeping left of RR., to
4.3	4.3	ETHOLEN, RR. pumping station; bear left along fence and head for the high hills.
5.2	0.9	Bear right into well-travelled road. Go down short hill (7.8 m) and along flat land between 2 rock ridges, passing through gate (9.2 m). Pass abandoned pumping station and well (over to left—9.3 m) on edge of hill.

- 9.7 4.5 **LASCA.** Pass pumping station on the left of a seeming blind road.

For shorter but poorer route see Note (a).

Take left fork immediately after passing pumping stack, keeping rocky road over to left. Pass large split rock (on left—11.5 m) and at 2 wire gates with sign L. L. M. Co.'s Road go through right-hand gate and turn sharp right.

- 12.3 2.6 Take right fork; through wire gate (14.2 m) on well travelled road, descending from narrow gravelly point into dry bed of the Rio Grande. Bear right up the river.

Note—All along the river bed will be found several trail-like roads that lead out of the river bed and run parallel with it. It is a matter of choice whether to keep the river bed or follow the right bank. This course is followed for about 15 miles, when you then bear away to the east and north to the Southern RR. station of Finley, it being approximately 9 m from the river to Finley, which distance is varied by whatever trail is taken. Arriving at Finley, reset odometer at (22.8 m), turn to Route 1005-A and continue to El Paso.

- 22.8 10.5 **FINLEY**, station on left; immediately turn right.

- 23.2 0.4 Go through wire gate and take left fork through wire gates (23.6 m—25.5 m). Follow old RR. bed (25.8 m), which is the main traveled road at intervals for many miles. Go through wire gate (30.8 m).

- 33.9 10.7 Turn left across RR. and immediately right—sign "Nulo" (on right) short way up the track. Bear gradually left away from RR. again on old RR. grade short distance (36.4 m). Go through 4-bar gate (37.6 m); wire gate (38.3 m).

- 38.5 4.6 **FT. HANCOCK.** Bear right towards station, don't cross tracks, but bear left through group of Mexican huts, passing low white Mexican church (on left) with bell and cross (38.9 m).

- 39.8 1.3 Bear right, passing old Ft. Hancock buildings (over to left—40.4 m); keep straight ahead (44.0 m); and straight ahead at Mexican house (45.2 m); again straight ahead (45.6 m); through cross-roads (45.8 m).

- 47.6 7.8 Bear right between low Mexican adobe house (on right) and stockade pen (on left), keeping low range of sand hills over to right, coming again on old RR. grade (49.0 m).

- 50.0 2.4 Turn right off of RR. grade and back again for short distance (50.8 m); then off to left.

- 52.0 2.0 Take right fork, bearing right over ridge (52.3 m) to RR. station at Polvo, where keep RR. to right.

- 54.5 2.5 Take right fork on old RR. grade; through 4-bar gate (56.3 m); 3-bar gate (56.6 m).

- 63.1 8.6 **FABENS.** Pass station (on right) and follow pike all the way into El Paso. Cross wood bridge (63.3 m).

- 78.9 15.8 Turn sharp left—several turns next 4 miles with pike. Where trolley turns left (90.4 m), keep straight on.

Routes 1005 A & 1006

Transcontinental Route

90.5 11.6 Turn left, crossing RR. (91.1 m); trolley comes in (from right—92.0 m).

92.2 1.7 Turn right into

92.4 0.2 **EL PASO**, Public Park and hotels.

C. D. Freeman, 312 Massachusetts Ave., Stock Michelin Tires.

ROUTE 1005A—ALTERNATE SHORT ROUTE TO FINLEY.

MILEAGES
Total Intermediate

0.0 0.0 **SIERRA BLANCA** at station.

Follow previous route to

9.7 9.7 **LASCA**, fork just beyond pumping station; keep right (left is longer and better way, given under previous heading).

11.0 1.3 Take left fork.

11.2 0.2 Turn left and follow winding road.

12.0 0.8 Turn sharp right.

Note—The pumping stack will now be on a line directly to the rear of the car and ahead a small round top hill and diagonally to right a small cone shaped hill. The road for the next 6 miles is very rough and winding and must be driven with care. In many cases it is advisable that only the driver stay in the car, the others going ahead to pick out best going.

14.1 2.1 Go under RR. trestle, swinging right up soft bank and through wire gate.

16.3 2.2 Don't turn right up rough hill with the travel, but turn off to left through small ravine—very rough going, under high RR. trestle (16.4 m) and through wire gate. Go under RR. trestle (19.4 m) and through wood gate (RR. now on left). Go through wood gate (20.4 m); wire gate (20.8 m). Bear slight left past Mexican ranch house (on hill to right). Go up hill and through wood gate onto good road, having half-circled the ranch house. Go through wire gate (22.1 m), wood house on right.

22.8 6.5 **FINLEY**, station on left.

For directions rest of way see previous Route No. 1005.

Route 1006—El Paso, Tex., to Deming, N. M.—105.2 m.

The following route matter is written from data taken by representatives of the Ohio Motor Company on their transcontinental trip in the fall of 1910.

MILEAGES
Total Intermediate

0.0 0.0 **EL PASO**, Public Park on right, P. O. on left. Start west between hotel (on left) and 12-story building (on right). Turn next right into San Francisco St. Just before coming to Union Sta. (on right) cross 2 RRs. (0.3 m) onto pike.

0.6 0.6 Turn right and turn left with trolley (0.7 m) onto asphalt; keep straight ahead (1.0 m).

1.1 0.5 Turn left and right, crossing 3 bridges over RR. (1.3 m), Rio Grande on left.

Note—Pike extends to the Texas and New Mexico line (19.7 m).

Cross RR. (4.9 m). Pass Montoya Sta. sign (on left—10.9 m).

13.7 12.6 **CANUTILLO**. Pass station (on left), and pass Vinton RR. sign (on left—16.2 m).

Transcontinental Route

Route 1006

19.5 5.8 **LA TUNA.** Pass station (on left) to end of pike at state line (19.7 m).

Note—This pike is to be extended to Las Cruces and later to Rincon. From Rincon a new road will be built to Deming, superseding this route by an excellent highway. Meanwhile the only way of crossing the Rio Grande is at Mesquite Bridge and the following directions must be used until the pike is built to Las Cruces.

From end of pike keep straight ahead, bearing slightly right through a Mexican settlement and then slightly left parallel to RR. (over to left).

22.7 3.2 Turn left across RR. and immediately right.

24.8 2.1 **BERINO.** RR. sign on right; turn right across RR.; then straight ahead.

25.6 0.8 Turn left at adobe settlement.

26.1 0.5 Turn left and follow winding road that bears gradually to left.

29.0 2.9 Turn diagonally left at fence corner.

30.0 1.0 Turn left through gate and across alkali plains.

Note—In wet weather look out for very sticky mud in places which can be avoided by keeping the low ridges that are white with alkali.

31.4 1.4 Bear left to RR.

32.7 1.3 Turn right.

33.7 1.0 Turn left across wide wood culvert.

34.0 0.3 Turn right along RR. (on left). Pass RR. sign "Mesquite" (on left).

34.7 0.7 Turn left across RR. Bear left and turn right through wire gate (35.0 m), following main travel. Cross wood bridge (Rio Grande—6.0 m); then straight ahead.

37.1 2.4 **SAN MIGUEL.** Turn right through small adobe Mexican town. Pass P. O. on right and turn next left with poles, crossing irrigation ditch. Take next left.

37.7 0.6 Turn right; keep straight on up sand hill for 1½ m.

Note—This hill is variously reported as impassable, but it appears to be a matter of correctly handling the car. Get a good start and make quick shift of gears from high to second, when the hill may be taken from 7 to 9 m an hour. From 41.5 m to 48.0 m there are several heavy sand spots which can be negotiated on second without any trouble.

44.9 7.2 Keep left and head southwest for prominent group of peaks that appear to be one, being the highest in that direction and standing alone.

48.2 3.3 Bear left on hard surface across plateau to RR. Go through 4-bar gate and cross RR. (51.2 m). Go through another 4-bar gate and immediately turn right, passing **Afton** RR. sign (on right—51.5 m). Parallel RR. (on right) to RR. crossing (gates); go through wire gate (54.3 m) past **Kenzin** RR. sign (on right)—some sandy spots for next 3 miles. Pass **Pronto** RR. sign (59.5 m).

63.7 15.5 **ADEN.** Pass RR. station (on right). Go through 4-bar gate (64.0 m).

76.6 12.9 **CAMBRAY.** Pass station (on right); RR. siding and shanty (80.8 m).

Route 1007**Transcontinental Route**

85.5	8.9	At white RR. crossing gates just before sign (on right), "Myndus," turn diagonally left.
89.9	4.4	At low ranch house with 2 wind-mills (on right), bear right through wire gate. Leaving gate bear slightly right through another wire gate (90.6 m).
90.8	0.9	Bear right along fence (on left).
90.9	0.1	Turn left; then straight ahead through wire gate (91.5 m); along wire lane; go through 3-bar gate (91.8 m); wire gate (92.3 m); 3-bar gate (92.7 m).
93.1	2.2	Bear left at ranch house; through 3-bar gate (93.4 m).
93.5	0.4	Bear right; through wire gate (93.9 m).
94.1	0.6	Bear right.
94.4	0.3	Take left fork.
96.5	2.1	Turn right at wire fence corner.
97.2	0.7	Turn right at wire fence corner.
97.5	0.3	Turn right into wire lane.
97.6	0.1	Turn left, passing low abode house and 2 wind-mills (over to left—97.7 m).
97.8	0.2	Turn right.
98.7	0.9	Turn diagonally right.
99.1	0.4	Turn right and bear left.
99.3	0.2	Bear right.
99.9	0.6	Turn diagonally right and left.
100.0	0.1	Jog right and immediately left through wire gate.
100.2	0.2	Bear right away from fence.
100.8	0.6	Turn left into main road.
101.4	0.6	Cross wide wood culvert and turn right, bearing left (101.5 m); again bear left (103.8 m).
105.0	3.6	Turn right.
105.2	0.2	DEMING, N. M. , RR. station on right.

Route 1007—Deming, N. M., to Wilcox, Ariz.—137.1 m.

The following route matter is written from data taken by representatives of the Ohio Motor Company on their transcontinental trip in the fall of 1910.

MILEAGES
Total Intermediate

0.0	0.0	DEMING, N. M. , station on right. Go west 1 block, turning left on Silver St. (1 block) and right on Pine St; then straight ahead.
0.8	0.8	Bear right, standpipe over to left near RR. Cross RR. (1.2 m—1.5 m).
1.7	0.9	Bear left, paralleling RR. (on right) to Lordsburg. Go through 3-bar gates (2.9 m—7.0 m).
8.4	6.7	TUNIS. Pass RR. sign (on right). Pass RR. shanty (on right—15.2 m).
19.6	11.2	GAGE. Pass RR. station (on right).
28.6	9.0	WILLA. Pass RR. shanty (on right), Luna and Grant County sign (on right—29.3 m). Cross continental divide (sign on right—31.4 m). Pass Ladin RR. sign (on right—34.3 m).
40.1	11.5	SEPAR. Pass station (on right) and pass Lisbon RR. sign (on right—40.3 m). Pass RR. shanty (on right—55.6 m). pumping station (on right—57.3 m).

- 60.1 20.0 **LORDSBURG**, station on right, junction of 2 RRs.; straight on across RR. siding (61.1 m), following level alkali flats (from 70.5 m to 76.5 m).
- Note—These flats are as smooth as a billiard table. Bear gradually left away from RR. to adobe ranch house with wind-mill and stockade. Half-circle these left and right at (77.3 m).
- 80.3 20.2 Turn left past small Mexican settlement; keep straight ahead at Stein's past station (over to right).
- 80.5 0.2 Turn right across RR. siding and immediately left.
- 82.9 2.4 Bear right, crossing New Mexico and Arizona state line (84.2 m), sign (on right) at RR. Follow bad gravelly wallow for $\frac{1}{4}$ m (85.9 m), crossing RR. siding.
- 87.9 5.0 **VANAR**, RR. shanty on right; turn right across RR. and immediately left (89.9 m). **Caution**—Many bad cross-washes to (93.9 m), then a few cross-gullies.
- 95.8 7.9 **SAN SIMON**. Pass station (on left) and small school (on right); keep right just beyond small settlement. **Caution**—Bad cross-washes for some distance. Pass Holt RR. sign (on right—107.9 m).
- 112.3 16.5 **BOWIE**, RR. station and hotel on left; straight on, crossing RR. siding twice (112.7 m). Pass Cholla RR. sign (on left—116.5 m) and RR. section house at **Luzena** (119.9 m). **Caution**—Bump going over grassy tufts just beyond.
- 124.5 12.2 Turn left under RR. trestle and immediately right. Turn right under RR. and immediately left (127.4 m).
- 128.9 4.4 Circle left and right along RR. siding.
- 129.2 0.3 **GLADE**. Pass RR. section house (on left); through wire gate (132.4 m), turning left across RR. and immediately right (133.9 m).
- 135.4 6.2 Turn right across RR. and immediately left. Pass station (on left—136.9 m).
- 137.1 1.7 **WILCOX**, hotel on right.

Route 1008—Wilcox to Tucson, Ariz.—89.0 m.

The following route matter is written from data taken by representatives of the Ohio Motor Company on their transcontinental trip in the fall of 1910.

MILEAGES Total Intermediate

- 0.0 0.0 **WILCOX**, hotel on right. Start west, passing RR. house (on left—5.1 m), traversing alkali flats (6.3 m—9.0 m).
- 10.7 10.7 Turn left across RR. and immediately right, crossing 2 sidings (10.9 m).
- 11.1 0.4 **COCHISE**. Pass station (on right); turn right across RR. and immediately left (11.7 m); go through wire gates (18.2 m—19.3 m).
- 20.9 9.8 **DRAGOON**. Pass school (on right) and station (on left). Cross 2 sidings and immediately turn right away from RR., bearing left and right (21.2 m).
- Note—At 22.8 m the road now winds through a big boulder formation and keeps generally with poles.
- 23.5 2.6 Bear left.

Route 1009

Transcontinental Route

- 24.1 0.6 Turn left past high boulders and clump of trees; then straight ahead through picket gate (25.4 m) in gravelly river bed. Go through 2 picket gates 6 ft., passing house (on left) and stockade (on right).
- 26.5 2.4 Take right fork.
- Note—At 29.2 m the road is dimly marked and seems to go in wrong directions, but then south again at 33.2 m.
- 34.6 8.1 Go down edge of cliff for 0.2 m. Go under telephone wires and RR. off ahead.
- 37.6 3.0 Cross irrigation ditch and turn right.
- 37.8 0.2 Turn left; cross bridge (38.4 m), winding around edge of hills (39.0 m).
- 39.5 1.7 Cross RR. and turn right.
- 39.6 0.1 **BENSON**, station on right; keep straight on.
- 39.9 0.3 Turn right, passing small ice-house (on left). Cross RR. and turn slightly left.
- 40.3 0.4 Turn left; again turn left across RR. and immediately right (41.1 m).
- 41.3 1.0 Bear left away from RR. and between low ridges in a coarse sand-wash (42.2 m); keep straight ahead (48.2 m), coming back to RR. again at **Mescal** (station on right).
- 50.0 8.7 Turn right across RR. and immediately left, paralleling tracks. (Don't take most traveled road that bears diagonally away from RR.)
- 50.9 0.9 Take right fork away from RR. and immediately cross old RR. grade; then turn left parallel with grade $\frac{1}{2}$ m; then bearing right along woven branch fence (62.2 m). Pass house (on right—64.2 m) and through a dry stream.
- 68.1 17.2 At foot of hill turn left.
- 69.1 1.0 **VAIL**. Pass station (on left) and follow RR., passing Esmond Sta. (73.6 m).
- 79.4 10.3 Turn left across RR. and immediately right.
- 82.1 2.7 **WILMOT**. Pass station (on right).
- 88.5 6.4 Turn right with trolley into
- 89.0 0.5 **TUCSON**. Santa Rita Hotel.

Pioneer Auto & Mfg. Co., 70-72 N. 6th Ave., Stock Michelin Tires.

Route 1009—Tucson to Phoenix, Ariz.—127.1 m.

The following route matter is written from data taken by representatives of the Ohio Motor Company on their transcontinental trip in the fall of 1910.

MILEAGES Total Intermediate

- 0.0 0.0 **TUCSON**, Santa Rita Hotel (on right). Go 1 block to trolley and turn left; keep straight ahead (0.4 m). Cross wood bridge (0.9 m).
- 1.0 1.0 Cross RR. and bear left with tracks (on left).
- 3.0 2.0 Bear right.
- 3.4 0.4 Turn left.
- 3.8 0.4 Turn right at RR. (on left).
- 4.0 0.2 Bear right and pass small square adobe house (on right).
- 5.1 1.1 Take left fork.
- 5.8 0.7 Turn right, bearing left (6.1 m); again left (6.3 m). Cross irrigation ditch (6.6 m).
- 7.2 1.4 Turn right—RR again on left.

Transcontinental Route

Route 1009

8.0	0.8	Bear right away from RR.
8.8	0.8	Bear left.
9.6	0.8	Turn left.
12.8	3.2	Bear right and wind through Mesquite Road, coming back to RR. (13.4 m); go through wire lane (13.8 m).
13.9	1.1	Bear left, RR. again on left (14.7 m).
16.7	2.8	Bear right away from RR.
18.2	1.5	Turn left at wire fence corner, passing Rillito Sta. buildings and tank (over to left—18.5 m).
18.7	0.5	Bear left at corner of 3 fences, going around stone ground tank and wind-mill (19.9 m).
24.3	5.6	Turn left.
24.4	0.1	Cross RR. and immediately turn right and follow tracks to Red Rock Sta. Caution —Numerous cross-washes. Cross branch RR. (34.4 m).
34.7	10.3	RED ROCK. Pass station (on right).
39.2	4.5	Turn right; keep straight ahead across RR., pointed peak rock mountain (on left) at the turn. Pass adobe house and wind-mill (on left—49.0 m).
49.2	10.0	Turn left at corner of wire fence. At 53.0 m pass through many miles of various cacti. Pass cemetery (on left—67.7 m).
68.0	18.8	Cross irrigation ditch and turn right with poles into
69.2	1.2	FLORENCE , hotel ahead (on left); turn right.
69.8	0.6	Turn left, crossing concrete bridge (70.5 m).
71.0	1.2	Turn left, passing Florence Sta. (on right—71.3 m). Immediately bear left and then right, passing under RR. trestle (71.8 m). Follow square telephone poles to Mesa.
74.3	3.3	Take left fork at sign "Mesa—40 m" (right fork goes to Superior—32 m). Pass woven stockade with galvanized tank (on right—87.4 m).
97.1	22.8	Turn left past ranch house (on left) and immediately right.
106.6	9.5	Turn left on macadam road which runs from the famous Roosevelt Dam. Cross concrete bridge over irrigation ditch. Cross RR. (110.8 m).
111.3	4.7	MESA. Keep straight ahead. Cross RR. and irrigation ditch (113.4 m).
115.8	4.5	End of road, turn right.
116.1	0.3	Turn left with poles.
117.2	1.1	Cross RR.; turn right and immediately left.
117.3	0.1	Take left fork.
118.0	0.7	At schoolhouse (on left), turn right; through
118.3	0.3	TEMPE , hotel on left; turn left beyond hotel and next right, fording Salt River (119.3 m).
120.0	1.7	Cross RR. and immediately turn left; don't cross second RR.; again cross RR. (121.2 m).
122.2	2.2	Turn left across 2 irrigation ditches; then straight ahead past sanitarium (on right).
124.3	2.1	Turn left (124.5 m) and next right with high tension

Route 1010**Transcontinental Route**

and telephone wires (on left). Trolley comes in (from left—125.5 m), now on Washington St.

127.1 2.8 **PHOENIX, ARIZ.**, hotel on left.

Arizona Motor Co., 36-38 E. Adams St., Stock Michelin Tires.

Motor Supply Co., 37 N. 2nd St., Stock Michelin Tires.

Route 1010—Phoenix, Ariz., to Blythe, Cal.—167.6 m.

The following route matter is written from data taken by representatives of the Ohio Motor Company on their transcontinental trip in the fall of 1910.

MILEAGES

Total Intermediate

0.0	0.0	PHOENIX, ARIZ. , hotel on right; straight ahead on Washington St.
0.4	0.4	Turn left with trolley, large yellow brick school (on left) after the turn.
0.6	0.2	Take left fork with trolley.
2.0	1.4	Bear right into center road—leaving trolley, which goes right. Cross RR.
5.0	3.0	Turn left. Pass concrete house (on right) after the turn.
6.0	1.0	Cross-roads, turn right. Pass Fowler School No. 45 (on right—9.0 m).
13.9	7.9	Turn left with branch of square poles.
14.9	1.0	Cross RR. and turn right past wire fence (on left) and RR. (on right) after the turn. Cross RR. (17.7 m); keep straight ahead (19.4 m—22.3 m—24.3 m). Cross RR. (31.9 m), which here comes in from left. Bear left across irrigation ditch again with poles (32.2 m).
32.6	17.7	Turn right and straight through Buckeye , passing red brick school and white church (over to left—33.5 m).
35.5	2.9	Turn left with square poles (on left) and iron-pipe poles (on right).
36.5	1.0	Turn right with same poles.
38.5	2.0	Turn left, pipe poles on right.
39.0	0.5	Turn right with pipe poles on right.
40.0	1.0	PALO VERDE , school on right; straight on past small church (on right—40.5 m), crossing Hassayampa River (42.6 m). Cross irrigation ditch (42.9 m).
43.5	3.5	Take left fork and next left fork (43.7 m).
44.2	0.7	Turn right at stake with lead pencil sign in box cover, "Winters Wells," "Palo Verde," "Harrisburg;" keep straight ahead (48.5 m—52.6 m).
55.6	11.4	WINTERS WELLS ; stockade with ranch buildings and rusted corrugated iron building (on right).
61.8	6.2	Straight ahead, passing over to left cluster of farm-houses.

Between 70 and 80 miles the route runs parallel with and between two bold ranges, those on the left being farther away, with prominent sloping foot bench. The road winds in and out of a gravelly run with rough bad clay stretches and many dry cross-washes. At (95.3 m), the road becomes winding and over on the extreme right at the base of range may be seen a group of mining buildings.

Pass artificial water hole (on left—96.3 m).

96.4 34.6 Take right fork, avoiding branch roads at two or three houses (96.8 m) and keeping with main travel.

Transcontinental Route

Route 1011

- 98.3 1.9 Take left fork to a group of three or four houses called **Harrisonburg**.
- 98.4 0.1 Take right fork; keep straight ahead (100.9 m). Cross river bed (101.7 m); then straight ahead.
- 103.7 5.3 **SALOME**, station over to right.
- From here to Vicksburg the RR. is over to right. The road apparently leaves the RR., but only for short stretches—many boulders along the way.
- Cross dry river bed (107.6 m—107.7 m—108.0 m—108.4 m—109.6 m); keep straight ahead (111.3 m).
- 112.6 8.9 Take left fork.
- 114.2 1.6 Turn left (right leads to Vicksburg RR. Sta.). Join telephone poles (on left—115.6 m), which are followed to Ehrenberg on the Colorado River. Keep with poles between adobe house and stockade (118.9 m). Pass abandoned mining shaft and house (on left—133.8 m) and stone shack just beyond. Cross broad gravel wash (134.1 m). Pass pumping plant (on right). Pass adobe house (on left—143.7 m) across dry gravel river bed.
- 144.1 29.9 **QUARTZSITE, P. O.** on left in small town; straight on.
- 150.0 5.9 Take left fork with poles passing small mining camp in ravine (153.2 m); then a few stretches of gravel bed.
- 162.6 12.6 Turn right for ferry.
- 162.8 0.2 **EHRENBURG-BLYTHE FERRY**.

Ehrenberg is a "busted" mining town, with a few adobe houses now standing. The hotel at Ehrenberg is not recommended and the tourist by all means should push on to Blythe, where there is a new, though small, hotel. If the cable ferry across the river is not running the Ehrenberg hotel-keeper sometimes runs a power ferry, charge for either ferry being \$5.00.

Straight out from ferry landing direct to

- 167.6 4.8 **BLYTHE, CAL.**, hotel on left.

Note—Blythe is a growing irrigation settlement.

Route 1011—Blythe to Los Angeles, Cal.—244.0 m.

The following route matter is written from data taken by representatives of the Ohio Motor Company on their transcontinental trip in the fall of 1910.

(See note below for equipment on sand hills.)

MILEAGES

Total Intermediate

- 0.0 0.0 **BLYTHE, CAL.**, hotel on left; straight ahead coming from Phoenix.
- 1.6 1.6 Turn left across irrigation ditch.
- 3.1 1.5 Turn right.
- 3.5 0.4 Bear left and head for iron smoke-stack.
- 5.5 2.0 Bear right, smoke-stack on left; through small irrigation settlement of Neighbors.
- Note—This is the last house which will be seen for 79 miles.
- 6.0 0.5 Bear gradually left and head for a rugged range of peaks and gaps; road now runs parallel with range (on right) and a prominent sand ridge; keep straight ahead (10.5 m). Pass an old pumping boiler (on left—10.9 m).
- Note—The general direction is now slightly right of prominent pointed peak in the far distance.
- 13.4 7.4 Take right fork and head for sand bench. Go up heavy sand hill (13.6 m) for 0.2 m.

Route 1011

Transcontinental Route

This hill is considered one of the worst on the trip, the sand being very shifting, and chains are of little or no assistance. A better plan is to secure 8 or 10 gunny sacks and tie them around the rear tires, which were better 50% deflated. In tying on the sacks be sure to have the knots on top of the outer casing.

- 16.2 2.8 Enter gap in the mountain and then on soft sand for short distance. The road bends left and right (18.3 m) and then through dry stony river bed, rocky in spots beyond for $\frac{3}{4}$ m; keep straight ahead (22.2 m).
- 22.6 6.4 **WILEYS WELL.**
This is just a plain windless well in the desert, no houses, and straight ahead is a dry river bed. At the well make an acute left hair-pin turn and if no auto tracks are visible it will be safer to get out and walk around until the correct direction is located, the compass reading should be a little east of south.
- 22.8 0.2 Cross 2 branches of a dry river-bed. At (29.2 m) the road dips down across a gravel run and up again. At (35.9 m) very rough and winding for 0.1 m. At (40.1 m) follow sandy river bed for 0.1 m. Cross wide washes (40.9 m—41.2 m).
- 43.0 20.2 Swing right towards some low hills and then left parallel with same.
- 43.3 0.3 Sign-post "Dos Palmas"; turn sharp left.
The sign "Dos Palmas" points south and at right angles to same is a sign pointing east, "Palo Verde" (40.0 m). These are perforated iron signs. Water is 100 yards north at the Chuckawalla well.
- 46.2 2.9 Go through wash of heavy sand for 1 m. Road comes off a gravel bench and into a gravel wash (67.7 m). Pass (68.9 m) perforated iron sign (on right), "Chuckawalla Wells—38 m," "Granite Mines—17 m." Just beyond sign-post is a dry and fairly hard sandy river bed which is followed. Salton Sea is ahead in the distance.
- 76.6 30.4 Turn right out of river bed, sign "Chuckawalla Wells—38 m."
- 84.0 7.4 **DOS PALMAS.** This is the first house seen since leaving Neighbors, a stretch of 79 miles.
- 84.1 0.1 Keep straight ahead. At sign "Canyon Springs—10 m," "Red Cloud Mine—25 m," go through short stretch of very bad sand (87.4 m), would be quicksand if wet. Another stretch of same sand in coming out of a gully (88.0 m). Join RR. (on left—91.2 m) and follow tracks
- 99.6 15.5 **MECCA**, station on left; straight on, turning left across RR. and immediately right (99.9 m). Pass Durbrow RR. sign (on right—103.0 m).
- 105.7 6.1 **THERMAL**, station on right.
- 108.8 3.1 Jog right and immediately left.
- 109.1 0.3 **COACHELLA**, station on right.
- 109.5 0.4 Concrete square well (on left) at corner; keep straight
Tourists are frequently misdirected at this corner and turn left. Keep straight ahead with RR. (on right).

Transcontinental Route**Route 1011**

- 113.2 3.7 Take left fork away from square telephone poles (straight ahead goes only to Indio Sta., 100 yds. ahead in a grove of trees).

Special Note—It may be necessary at (116.1 m) to turn left off the stone road and curve right (116.4 m) through a sand ridge cut, turning right (117.9 m) onto stone road again, crossing wood bridge and turning left. Later on the turns at (116.1 m—117.9 m) will be corrected. Meanwhile it may be possible to turn right before (117.9 m), out of the sand ridge cut. At (118.7 m) the road passes through a rock cut with heavy going beyond the end of the pike. This pike is being gradually extended.

- 124.7 11.5 As the pike is now, bear right with Brown Stone Mtns. $\frac{1}{2}$ m. over to the left. Pass National Forest Boundary sign (on left).
134.9 10.2 Turn left.
135.9 1.0 Turn right—sign "Desert Inn— $\frac{1}{2}$ m."
136.0 0.1 Turn left.

Straight ahead at (136.0 m) is continuation of this trip to Banning.

- 136.1 0.1 **PALM SPRINGS**, Desert Inn. Leaving hotel, go back 0.1 m. and turn left on main road.
137.4 1.3 Take left fork, leaving main traveled road, inn sign (on right) at fork. Cross stone bridge, irrigation ditch (139.9 m) and then small brook.
141.5 4.1 Cross irrigation ditch at point of loose stone hill. Just beyond go around point of rocks (on left) and into dry sand bed, crossing feed brook for irrigation canal, RR. over to right.
144.3 2.8 Turn right across RR. and immediately left.
144.8 0.5 **WHITEWATER**, RR. station on left; keep straight ahead (145.1 m). Cross wide brook (146.0 m), passing White-water Ranch houses (146.2 m).
146.5 1.7 Take right fork and again take right fork (147.1 m). At 147.6 m. the sand road ends and it is now straight ahead as far as one can see, with parallel mountain ranges on either side. Cross stone bridge, irrigation ditch (153.7 m) into

- 158.6 12.1 **BANNING, CAL.**

For continuation of this route to Los Angeles follow the road signs of the Automobile Club of Southern California. This club has posted the roads in a way that puts to blush any of the so-called road posting in the east and any driver of ordinary intelligence can follow the signs without the slightest difficulty to any point in the state to which he desires to go. Nearing San Francisco the work has been taken up by the San Francisco Club, and the whole state is thoroughly posted.

- 183.0 24.4 **REDLANDS.**
188.0 5.0 **COLTON.**
207.0 19.0 **ONTARIO.**
212.0 5.0 **POMONA.**
240.0 28.0 **DOLLSVILLE.**
244.0 4.0 **LOS ANGELES.**

I must remember that I can get "Diamond" Casings or tubes from any dealer if I demand them.

I must remember that if I want greater mileage, better all around service and freedom from tire trouble I must use Diamonds.

I must remember that because of the numerous distributing points of the Diamond Rubber Co. as listed below any dealer can always have on hand a fresh stock of "Diamond" Casings and tubes.

Diamond

TIRE DISTRIBUTING POINTS

CITY	ADDRESS	CITY	ADDRESS
Boston.....	2283 Columbus Ave.	Brooklyn, N. Y.,	Tollner Block, cor. Bedford & Putnam Aves.
Boston	233 Columbus Ave.	Washington, D. C.,	1319 Fourteenth St., N.W.
Buffalo.....	715 Main St.	Richmond, Va.....	707 W. Broad St.
Cleveland.....	2017 Euclid Ave.	Baltimore, Md.....	1417 N. Charles St.
Philadelphia.....	304-6 N. Broad St.	Rochester, N. Y.....	57 Monroe Ave.
Chicago.....	1523 Michigan Ave.	Syracuse, N.Y.,	Cor. S. Salina & E. Onondaga
St. Louis.....	3963-5 Olive St.	Toledo, O.....	710 Madison Ave.
Minneapolis.....	105 So. 10th St.	Dayton, O.....	7 W. First St.
Detroit.....	265 Jefferson Ave.	Columbus, O.....	188 E. Gay St.
Cincinnati.....	807 Race St.	Louisville, Ky.,	S. W. Cor. 3rd & Breckenridge
Denver.....	1633 Court Place	New Orleans, La.....	619 Barronne St.
Kansas City.....	1329 Union Ave.	Jacksonville, Fla.....	821 Main St.
Atlanta.....	46 Auburn Ave.	Indianapolis, Ind.....	120 E. New York St.
Houston.....	1008 Walker Ave.	Milwaukee, Wis.....	132 Oneida St.
Dallas.....	2023 Commerce St.	Des Moines, Ia.....	307 Tenth St.
Mexico City.....	Avenida Morelos No. 16	Memphis, Tenn.....	229 Monroe Ave.
San Francisco.....	2nd & Mission Sts.	Oklahoma City, Okla.....	711 N. Broadway
Los Angeles.....	1207-9 Main St.	San Antonio, Tex.....	313 Houston St.
Seattle.....	602 E. Pike St.	Grand Rapids, Mich.....	15 & 17 Park St.
Portland.....	7th & Burnside	Omaha, Neb.....	215 So. 20th St.
Pittsburg.....	6122 Centre Ave., E. E.	Saginaw, Mich.....	815 Genesee Ave.
Paris, France.....	5 rue Denis-Poisson	Springfield, Mass.....	149 Dwight St.
Newark, N. J.....	31 New St.	Salt Lake City, Utah.....	
Providence, R. I.....	200 Washington St.	Portland, Me.....	
Albany, N. Y.....	35-37 Central Ave.		

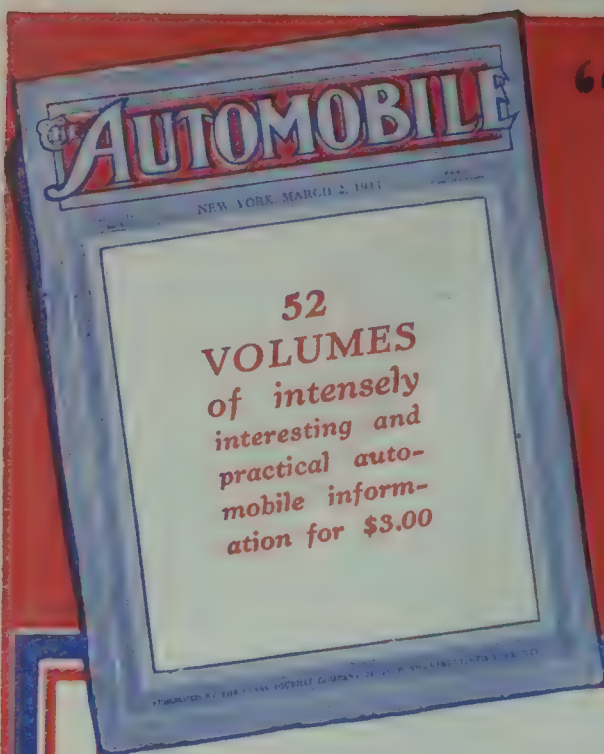
The Diamond Rubber Company

Factory and General Offices: Akron, Ohio

Make a memorandum of any errors or suggestions and forward to our nearest office.

MEMORANDUM PAGES

Make a memorandum of any errors or suggestions and forward to our nearest office.



“IT’S A
FRIEND
of
MINE”

*“There was a young sportsman from Kiel
Who his ignorance failed to conceal,
He bought a new auto
And then knew he auto
Subscribe to THE AUTOMOBILE.”*



WHEN a great illustrated weekly, founded at the birth of an industry, grows up with it, devoting its pages and its capital to the development of that industry, it deserves the confidence and friendship of those interested in the industry.

When a man with no knowledge of automobiles becomes interested, buys a car, subscribes to the greatest automobile weekly, reads its interesting pages persistently, and gains a whole world of information about all the numerous complicated and ramifying details of that highly organized mechanism, it is no wonder he places his unswerving confidence in that publication.

THE AUTOMOBILE is that journal. Everybody has at least heard of it, every motorist has seen it, and nearly all have read it. Everything of importance is carefully recorded here in word and picture. A corps of the best technical editors obtainable and the most competent and practical engineers furnish the information, offer the guidance and entertainment which makes this famous journal lead the motorists of the country.

Get a copy from the newsdealer—look it over, and then if you don’t subscribe, it’s because you are not interested in automobiles.

\$3.00 YEARLY
\$1.50 FOR 6 MONTHS

THE AUTOMOBILE

231-241 West 39th Street

New York City

MEMORANDUM PAGES

Make a memorandum of any errors or suggestions and forward to our nearest office.

MEMORANDUM PAGES

Make a memorandum of any errors or suggestions and forward to our nearest office.

MEMORANDUM PAGES

Make a memorandum of any errors or suggestions and forward to our nearest office.

MEMORANDUM PAGES

Make a memorandum of any errors or suggestions and forward to our nearest office.

MEMORANDUM PAGES

Make a memorandum of any errors or suggestions and forward to our nearest office.

BUREAU OF TOURING INFORMATION

The Official Automobile Blue Book has established a **Bureau of Touring Information** which is prepared to furnish information to **subscribers** regarding extended tours, and routes not contained in the several Blue Book volumes.

Send us the coupon below and your name will be enrolled on our list of subscribers.

Address all communications to
Touring Bureau — Official Automobile Blue Book

910 South Michigan Ave., Chicago, or
243 West 39th St., New York City.

FILL OUT THIS COUPON AND MAIL TO NEAREST OF OUR OFFICES

Touring Bureau, Official Automobile Blue Book,
910 South Michigan Ave., Chicago, or
243 West 39th St., New York City.

Please enroll my name for the **Season of 1911** on your list of subscribers who are privileged to receive general information regarding extended tours or special information regarding new routes, hotel and garage accommodations, etc., etc.

Signed Name

..... Address

Owner of Volume IV, Automobile Blue Book (1911 Edition).

Purchased from.....
(State name of dealer)

The Pilot Road Maps

Of New England and Hudson River Districts

Series of Maps Consisting of 103 Sectional Plates



A radical departure from the old-fashioned folded sheets which have been found so awkward to handle in a swiftly moving automobile. Bound in book form, size $9\frac{1}{2} \times 9\frac{3}{4}$, with fine black flexible leather cover, printed on tough bond paper.

A marvel of compactness, durability and easy accessibility. They show Automobile Routes, Good Roads, Poor or unreported Roads, Trolley Lines, Grades, Railroad Crossings (grade, sub-grade and overhead), Churches, Schoolhouses,

Cemeteries and important landmarks—Covering local Sections in detail beyond the limitations of THE AUTOMOBILE BLUE BOOK.

Price, \$5.00

Transparent Celluloid Holder,

bound in leather, for protecting the maps from wind and rain—a great convenience to the tourist.

Price, \$1.50



Words of Appreciation

I have toured in England and on the continent of Europe, and in America using both government and private road-maps, but never found any to equal yours in reliability, legibility and general utility. They make touring a pleasure. They are the best maps extant to-day.—TELAMAN CUYLER, Mamaroneck, N. Y.

Your Pilot Road Map is certainly one of the most attractive in make-up and most informing that I have ever seen.—CASPAR WHITNEY, Editor of Outing, New York City.

One of the most satisfactory compilations of route and road data yet presented. The thoroughness of the maps is remarkable, as each route gives facts practically to nullify danger should the indications be followed with ordinary care.—NEW ENGLAND AUTOMOBILE JOURNAL.

Far and away the best things of their kind which have been published. The automobilist who can go astray while following these maps deserves to be lost.—SPRINGFIELD REPUBLICAN.

I have driven a machine a good many miles, and been in need of good maps on many occasions, but I never hoped to get anything so complete or easy to handle as this new book.—BREWER CORCORAN, Springfield, Mass.

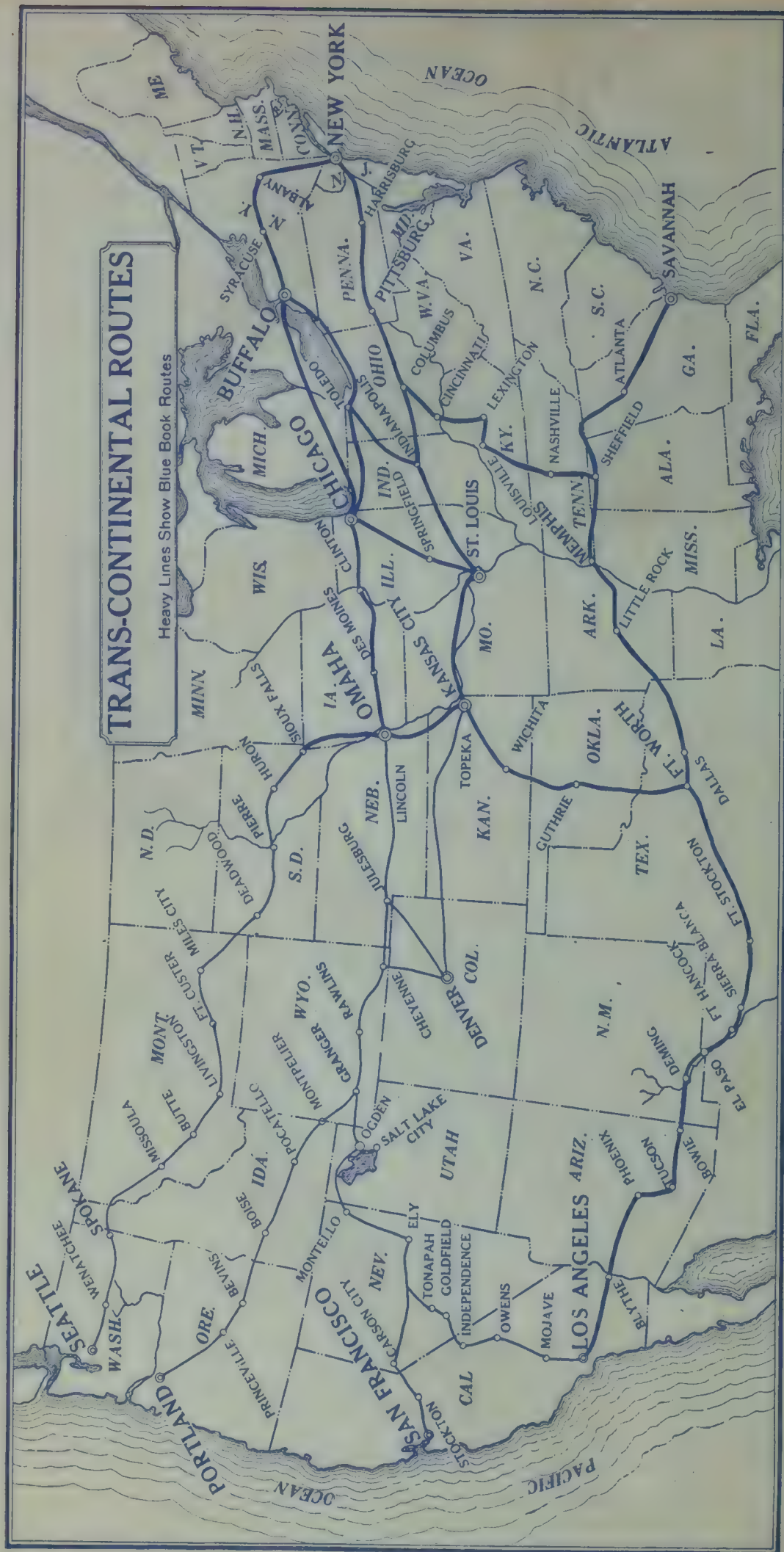
For Sale at all Supply Houses, Garages and Leading News Stands

Published by

The Automobile Blue Book Publishing Co.

1200 Michigan Avenue
CHICAGO

239 West 39th Street
NEW YORK CITY



If I Had Only
Known Auto Carbon
Remover Would
Have Saved All
This Trouble

Don't Experiment
With Your Motor

USE

Auto Carbon Remover

Dissolves all carbon deposits from gas engine cylinders, pistons, valves, spark plugs, mufflers, etc. Contains no acids; does not corrode metal; will greatly increase the power of any engine.

The oldest carbon remover on the market. Absolutely guaranteed. AUTO CARBON REMOVER absolutely does away with all carbon troubles, pre-ignition, knocking, loss of compression and power, etc. It is inexpensive, quick, clean and easy. Its use renders unnecessary the dismantling of engines to scrape out carbon in the old way.

PRICE: Per Quart Can, 85 Cents
Per Half-gallon, \$1.60
Per One Gallon, \$3.00

ASK YOUR DEALER OR WRITE US DIRECT

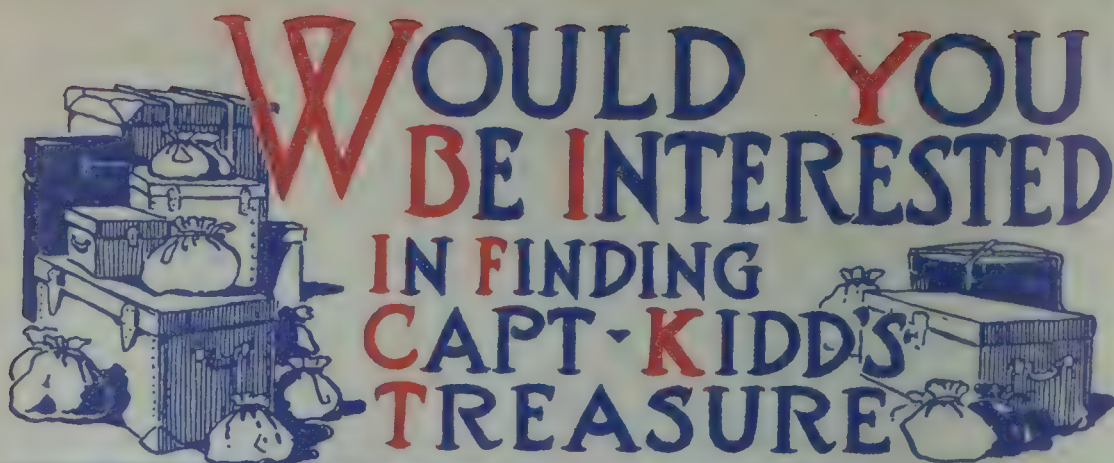
WHITNEY CHEMICAL CO.
6122 EUCLID AVENUE
CLEVELAND, OHIO

WHITNEY
CHEMICAL CO.
6122 Euclid Avenue
Cleveland, Ohio

I herewith enclose \$.....
..... for which please send me
{ Quart Can }
{ 1/2 Gallon } of your
{ 1 Gallon }

AUTO CARBON REMOVER

Name.....
Address.....
.....



WOULD YOU BE INTERESTED IN FINDING CAPT-KIDD'S TREASURE

MOTOR AGE

is the Motorist's Treasure-ship



MOTOR AGE, published weekly in Chicago, contains such a wealth of practical and valuable information that, to the man interested in automobiles, it looks like finding a Captain Kidd's Treasure.

Here all the latest developments in the industry, the construction of the motor car or its accessories, or anything of interest in the whole big field of automobile sports is properly and comprehensively recorded by means of a nation-wide ILLUSTRATED NEWS SERVICE.

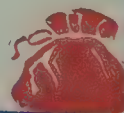
For those who own cars and want to properly and economically handle them, there are stories every week of engineering value, or of practical and helpful suggestion.

The unusual personal value of MOTOR AGE has created a tremendous following throughout the United States among those who appreciate the entertainment and the practical value afforded by its well-edited and well-illustrated pages.

Every week a treat—every volume a necessity—every story an aid—every page a source of helpfulness—in fact, an inexhaustive compendium of automobile information in weekly volumes filled with intelligible interest and practical usefulness.

\$3.00 Yearly—52 Issues
SEND YOUR ORDER TODAY

MOTOR AGE 1200 Michigan Ave.
CHICAGO, ILL.



Graphic Trunk Line Index Map

showing

Main Automobile Routes ===== IN THE ===== Middle Western States

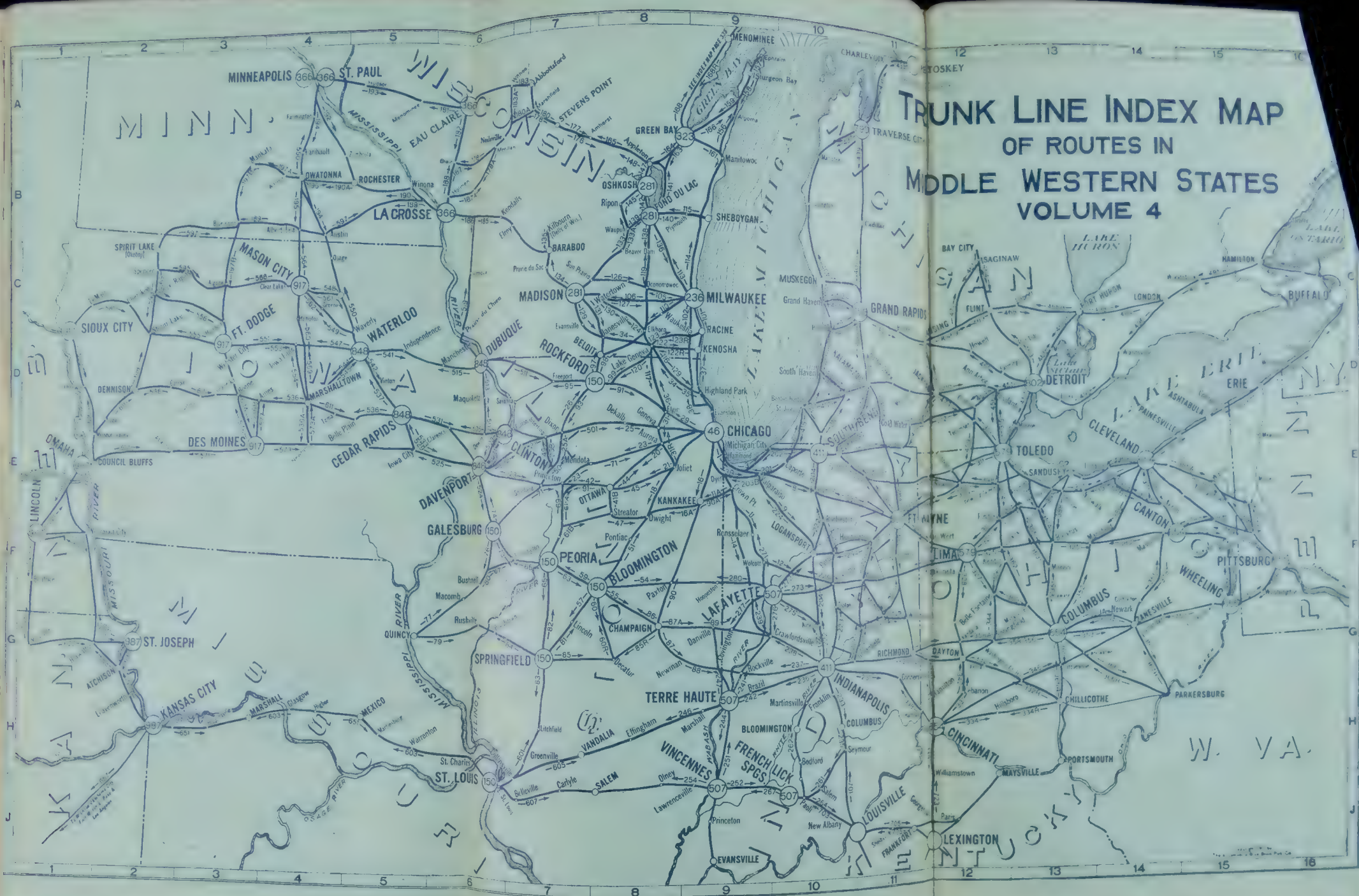
Numbers on Routes *refer to*
corresponding route numbers, found at top of
each page in large bold figures.

Numbers in Circles *refer to*
page
number of detailed Section Index Map,
which should always be referred to for
all local connections and congested sec-
tions.



THIS map shows more clearly than the chart the territory covered by Vol. IV; but for laying out an extended tour the chart in front of book is more valuable, as the mileage between terminals is given and only through connections shown.

Intentionally Blank Page



TRUNK LINE INDEX MAP
OF ROUTES IN
MIDDLE WESTERN STATES
VOLUME 4

1844

Just Use Your Hands

A Twist and a Snap, and the FEGLEY
is on or off.

Positive non-skid; perfect fit;
no noise; reversible without
injury to the tire. The flat
bands increase *tract-*
ive power, prevent
jar, and double the
wear.



Send
postal card
for
Circular,
Prices, etc.

**Fegley Tire Chain
Company**

West End Trust Bldg.

Philadelphia, Pa.

THE AMERICAN

A CAR for the DISCRIMINATING FEW



TRAVELER MODEL: UNDERSLUNG FRAME; 4 CYLINDER 50 H. P. MOTOR; 40-INCH WHEELS; ROAD CLEARANCE 12 $\frac{1}{4}$ INCHES; PRICE, \$4,250.

A CAR OF SPECIAL CLASS WHICH
SUPERBLY REALIZES THE SCIENTIFIC
PRINCIPLES UNDERLYING COMPLETE
SECURITY WITH AMAZING SPEED

IN the American car are incorporated the following exclusive features: A powerful, reliable, sweet-running motor; an underslung frame, giving a low center of gravity which makes the car hug the ground and prevents overturning; a straight line drive from the power plant to floating live rear axles that bear no weight; high wheels which insure easier riding and greater tire economy; and superior workmanship throughout.

A limited output of 400 cars insures a most careful selection of materials, and extreme care in the production of each model.

Write for literature—you should not be satisfied until you have investigated the models which we manufacture. Address Desk B.

AMERICAN MOTORS COMPANY
INDIANAPOLIS, IND.

U. S. A.

THE MOUNTAIN COMES



Intentionally Blank Page

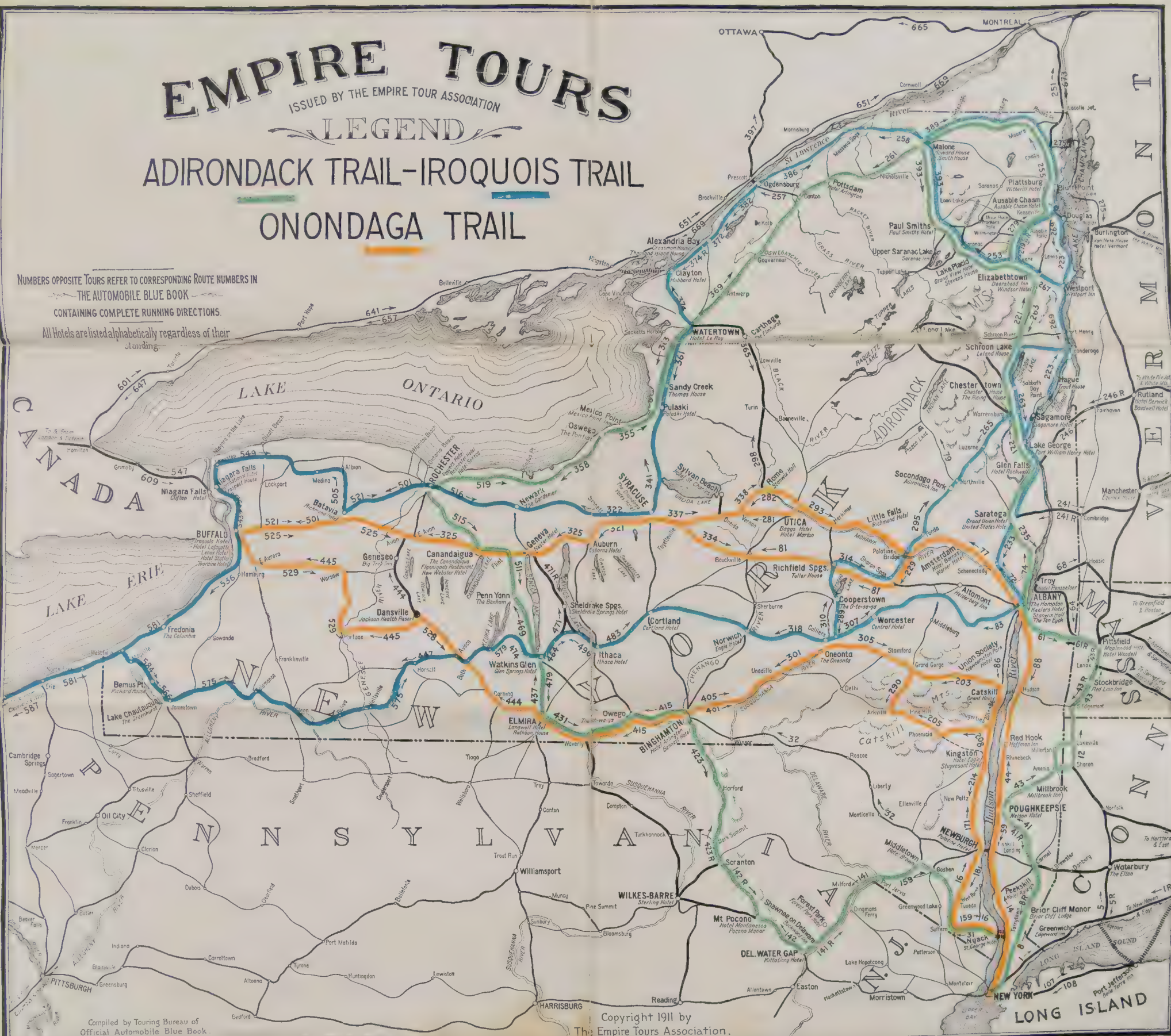
EMPIRE TOURS

ISSUED BY THE EMPIRE TOUR ASSOCIATION

LEGEND

ADIRONDACK TRAIL-IROQUOIS TRAIL ONONDAGA TRAIL

NUMBERS OPPOSITE TOURS REFER TO CORRESPONDING ROUTE NUMBERS IN
THE AUTOMOBILE BLUE BOOK
CONTAINING COMPLETE RUNNING DIRECTIONS.
All Hotels are listed alphabetically regardless of their
standing.



Intentionally Blank Page

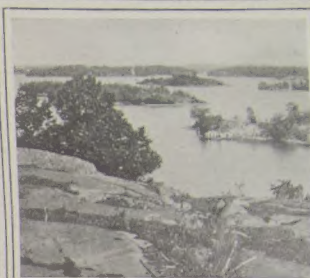


DELAWARE WATER GAP, Adirondack Trail

HUDSON RIVER FROM WEST POINT *Onondaga Trail*



RUINS OF FORT TICONDEROGA . Iroquois Trail



CO LAKE



STATE CAPITOL, ALBANY, ALL TRAI



SENECA LAKE Iroquois



LAKE GEORGE, Adirondack & Ingham Trails



Union of SUSSEMAN & CHENANGO RIVERS Adirondack Co.



HUDSON RIVER CO. TAHOE REGION. 1911.

HOTELS REPRESENTED ON THE EMPIRE TOURS



CANYON CREEPER DIVER. [Litchwood Park, Onondaga Twp.]



CATSKILL MOUNTAINS. Onondaga Trail.

The Empire Tours Association

WILLIAM E. LEFFINGWELL, Pres.
The Glen Springs, Watkins, N. Y.
J. D. PRICE, Vice-Pres.
The O-te-sa-ga, Cooperstown, N. Y.

FREDERICK W. ROCKWELL, 2nd Vice-Pres.
Hotel Ten Eyck, Albany, N. Y.
Hotel Onondaga, Syracuse, N. Y.
PROCTOR WELSH, Sec'y
Hotel Onondaga, Syracuse, N. Y.
MORTIMER M. KELLY, Treas.
Hotel Champlain, Bluff Point, N. Y.
Fort William Henry Hotel, Lake George, N. Y.

ADIRONDACK TRAIL

IROQUOIS TRAIL

ONONDAGA TRAIL

EACH trail has been laid out with great care after gathering the best information in all localities with the idea in mind to lay out the three most attractive trips in New York State for the motorists, visiting the scenic and historic sections, and covering the greater part of the good and improved highways.

The Hotel accommodations recommended have been selected by the better informed men and are considered the best in each section.

The following points of interest are the attractive features of these trips:—

ADIRONDACK TRAIL

Hudson River,
Ramapo Mountains,
Shawangunk Mountains,
Delaware Water Gap,
Pocono Mountains,
Anthracite Coal Regions,
Susquehanna River,
Chemung River,
Watkins Glen,
Seneca Lake,
Canandaigua Lake,
Lake Ontario,
Thousand Islands,
St. Lawrence River,
Ausable Chasm,
Lake Champlain,
Saranac Lake,
Lake Placid,
Adirondack Mountains,
Schroon Lake,
Lake George,
Saratoga Springs,
State Capitol,
Berkshire Hills,
Lake Carmel,
Lake Mahopac,
New York City.

IROQUOIS TRAIL

Lake Erie,
Niagara Falls,
Lake Ontario,
Oneida Lake,
St. Lawrence River,
Thousand Islands,
Adirondack Mountains,
Saranac Lakes,
Lake Placid,
Lake Champlain,
Ausable Chasm,
Ft. Ticonderoga,
Lake George,
Schroon Lake,
Saratoga Springs,
State Capitol,
Helderberg Mountains,
Richfield Springs,
Otsego Lake,
Cooperstown,
Cornell University,
Watkins Glen,
Seneca Lake,
Keuka Lake,
Hammondsport Wine Cel'rs
Alleghany River,
Chautauqua Lake.

ONONDAGA TRAIL

Hudson River,
Ramapo Mtns.,
Lake Mohonk,
Shawangunk Mts.,
Catskill Mts.,
Susquehanna Valley,
Chemung River,
Genesee Valley,
Portage Falls,
Letchworth Park,
Home of the Roycrofters
(E. Aurora),
Lake Erie,
Niagara River and Falls,
Canandaigua Lake,
Seneca Lake,
Cayuga Lake,
Cazenovia Lake,
Richfield Springs,
Cherry Valley,
New Barge Canal,
Mohawk Valley,
Hudson River,
West Point,
Sleepy Hollow.
This is the main trunk
line route between New
York and Buffalo.



Mr. Automobile Owner

WHEN YOU BUY A TOP

Why not specify a fabric that you *KNOW* is *GUARANTEED* by a *RELIABLE HOUSE*? It costs the manufacturer but two or three dollars more per top to furnish **BULL DOG** quality, and we guarantee it *ABSOLUTELY WATERPROOF*. **BULL DOG** quality applies to the rubber interlining that holds the fabrics together. Most top fabrics deteriorate quickly and leak. Only a *HIGH GRADE PARA RUBBER INTERLINING* can successfully withstand the effects of the sun and the elements. Write us for samples of **BULL DOG** and other qualities and we will gladly show you the difference.

We apply **BULL DOG** quality interlining to fabrics of every description, and our specialties are *MOHAIRS, MELANGES, BROADCLOTHS, AUTO LEATHERS, ETC.*

We Solicit Your Valued Inquiries

L. J. Mutt
Company



Boston,
Mass.

Important Notice

The routes in this Book may be depended upon as Absolutely Accurate. Nearly all were surveyed with the famous

WARNER
AUTO-METER

An illustration of the Quality Speed Indicating Instrument used for this important duty will be found on page 20.